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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. & CO. { VOL. XXIX.

CHICAGO, ILLINOIS, MAY 15, 1911.

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MAIRE'S INDESTRUCTIBLE ROOF PRESERVER

This Preserver prevents warping and curling of the shingles. It straightens out old shingles and makes them like slate. It is also good for other surfaces besides roofs. For tanks, bridges, boilers, smokestacks or structural work—it protects ANY surface. Applied like paint, but lasts longer. Full particulars sent on request. Write today.

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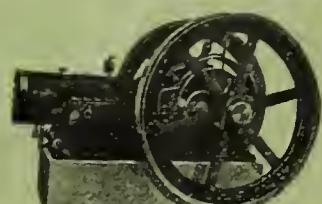
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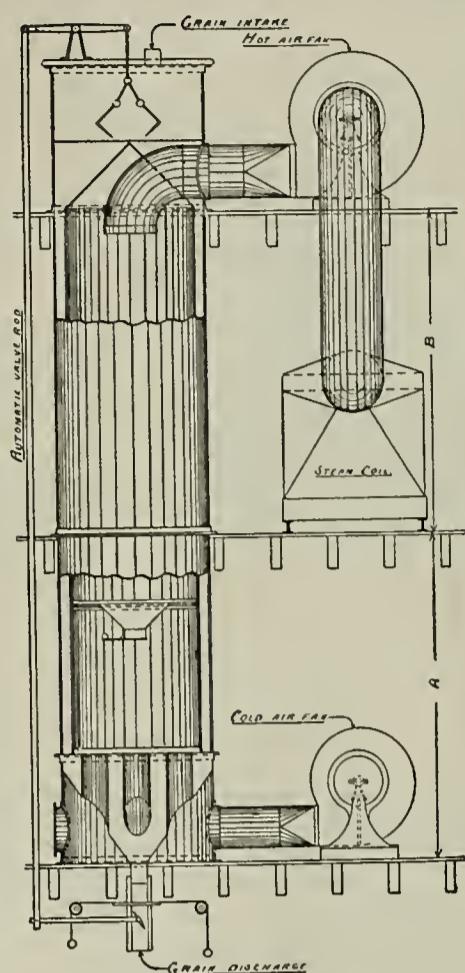
Illinois Grain Dealers' Convention, June 13-14

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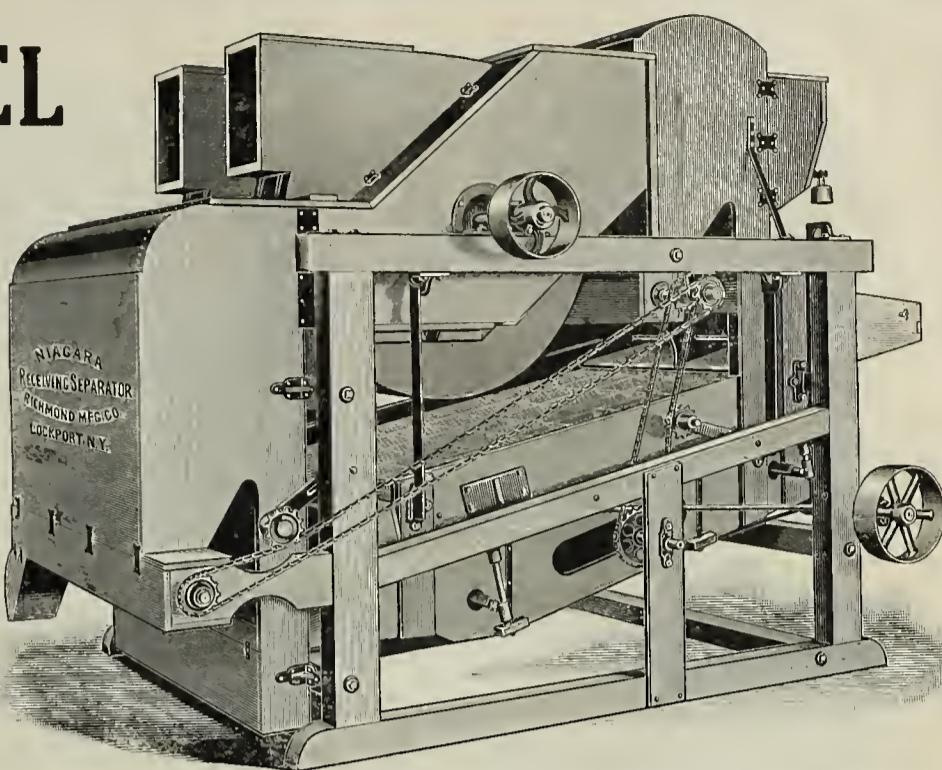
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Will remove from grain any percentage of moisture desired. Hot or cold air or both can be used.

Built for any capacity.

Guaranteed satisfaction.

Hundreds in daily use.



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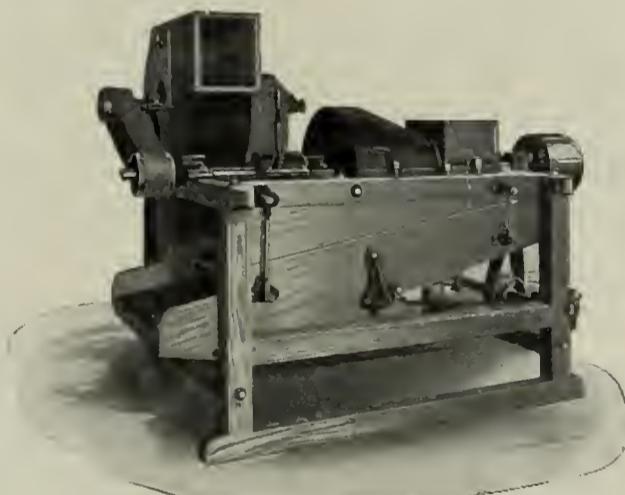
Especially adapted for cleaning all kinds of grain. Steel sieves. Deep ring oiling boxes. Cleaners that keep the sieves clean at all times.

Built of steel, wood, or wood covered with steel, in capacities from 30 to 4000 bushels per hour.

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Sidney Corn Sheller and Cleaner Combined

Made to shell and clean corn perfectly and will do so at rated capacity. Made in all sizes, has adjustable cylinder so that the cylinder of sheller can be adjusted to the condition of the corn while machine is in motion. Fan made to discharge in either direction.

When in the market for Shellers, Cleaners, Drags, Dumps, Manlifts, etc., write us for Catalog No. 25 and discount sheet.

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NOT A BILL OF EXPENSE BUT A SOURCE OF REVENUE

Enables
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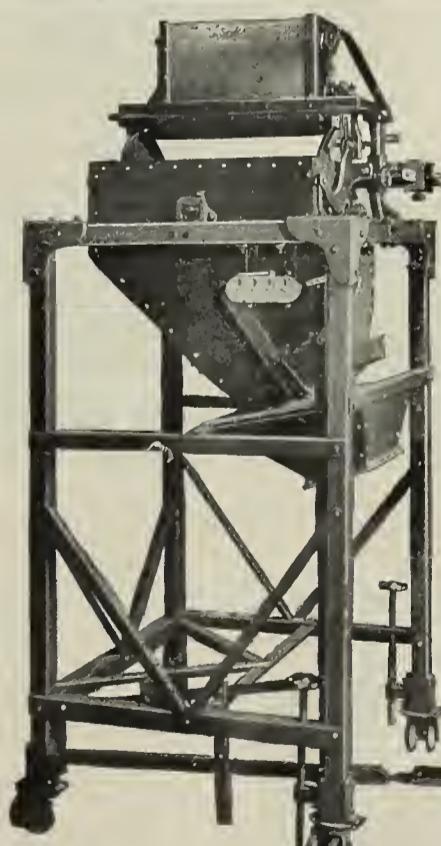
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We will be pleased to ship the AMERICAN SPECIAL on trial, you to be the sole judge as to its satisfactory operation.

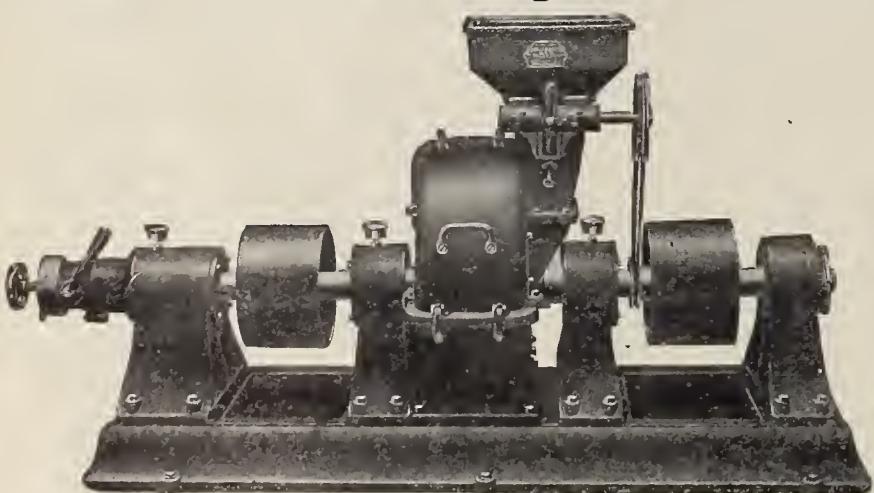
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One Third Saving in Power



Is Guaranteed with the New

Monarch Ball Bearing Attrition Mill

Or it will grind **a third again as much with the same power.** That may mean the difference between profit and loss in your feed grinding department.

Full particulars on application.

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THE MILL THAT MAKES MONEY

Quality and Capacity Can't Be Equalled

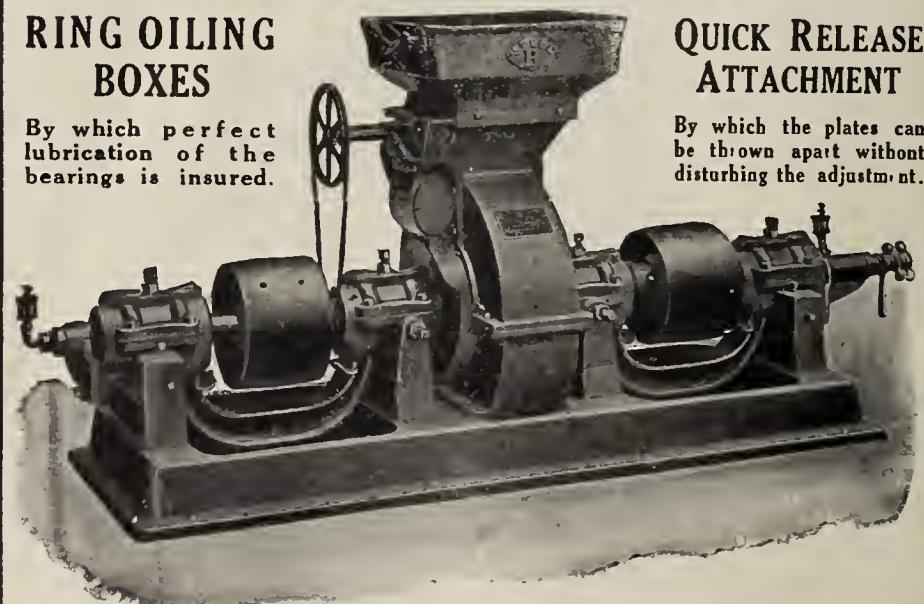
The Best Corn and Feed Grinder on Earth

RING OILING BOXES

By which perfect lubrication of the bearings is insured.

QUICK RELEASE ATTACHMENT

By which the plates can be thrown apart without disturbing the adjustment.



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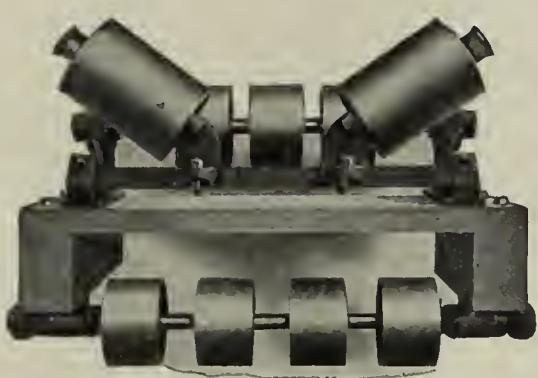
By which the plates are prevented from striking together when hopper is empty.

IMPROVED AUTOMATIC FEEDER

By which the grain is easily conveyed to the grinding plates, making a positive and noiseless feed.

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Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

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The U. S. Grain Cleaner

For Corn and Oats

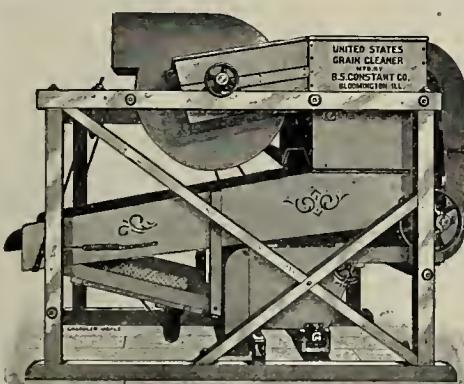
Will clean wheat when a wheat screen is provided.

New Tossing Movement and Device which turns the cobs and shucks over and saves all the corn, also the screenings.

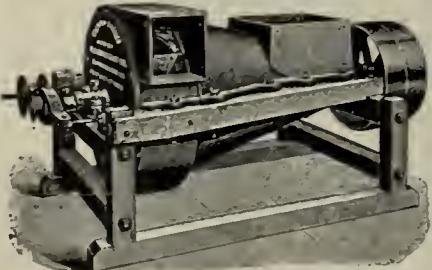
Notice that the cleaned grain leaves the Cleaner under the center, making it very convenient to spout in any direction.

Easily and cheaply installed. Simply spout the corn and cob to the Cleaner and the automatic spreader takes care of it.

No Bracing necessary. Bolt it to the floor and Block against the pull of the Belt.



The U. S. Corn Sheller



Our No. 1 and 2 on a wood frame with separate fan and Lock Wheel Adjustment always gives

Entire Satisfaction.

It saves time and money when installed or repaired.

Write us before buying.

B. S. CONSTANT CO., BLOOMINGTON, ILLINOIS

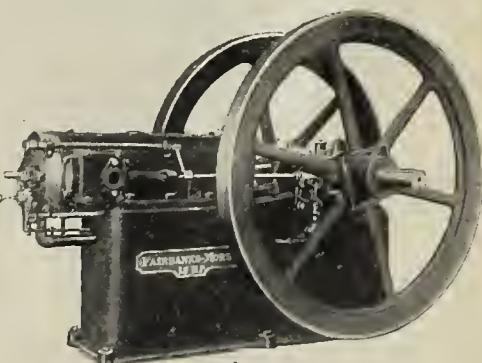
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Gasoline Engines

Give real satisfaction every day they are used. They are built to stand years of hard service and they never disappoint.

They furnish an absolutely Steady, Reliable Power For Mills and Elevators

at small expense. No other power requires so little attention. We make engines especially adapted for mills and elevators which also give perfect satisfaction for general power purposes. Sizes 1 to 500 H. P. Send for Catalog No. 544 L. W.



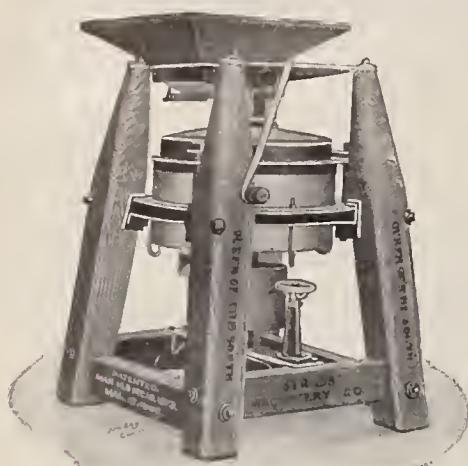
Fairbanks, Morse & Co.

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Or any of our Branch Houses.

MACHINERY FOR ELEVATORS



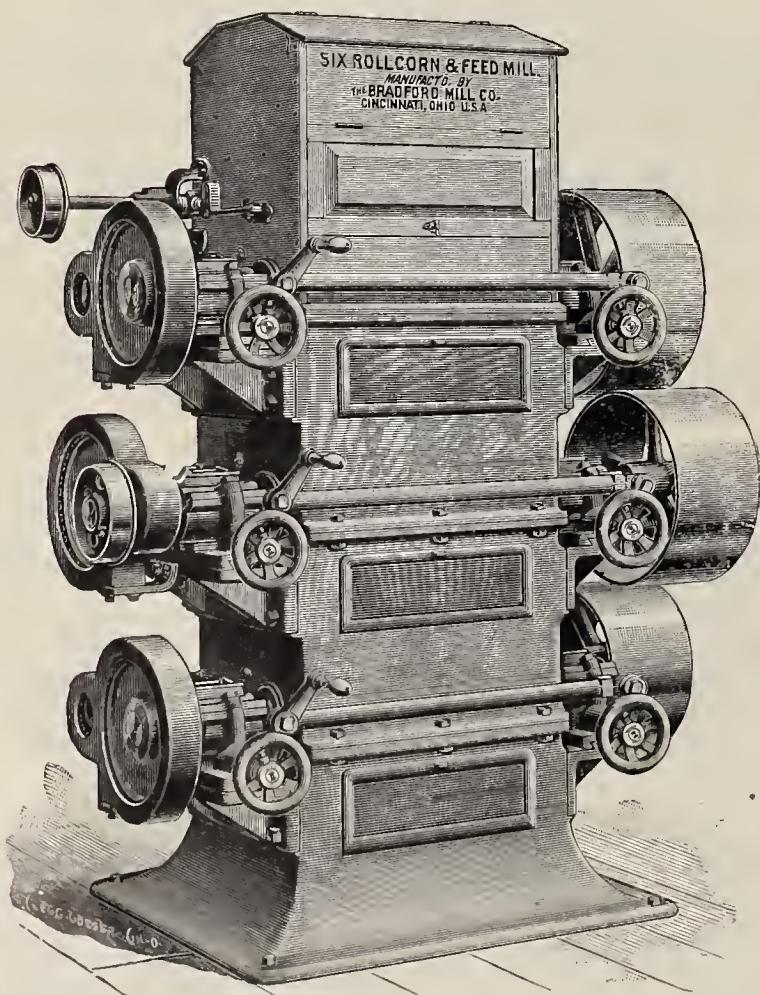
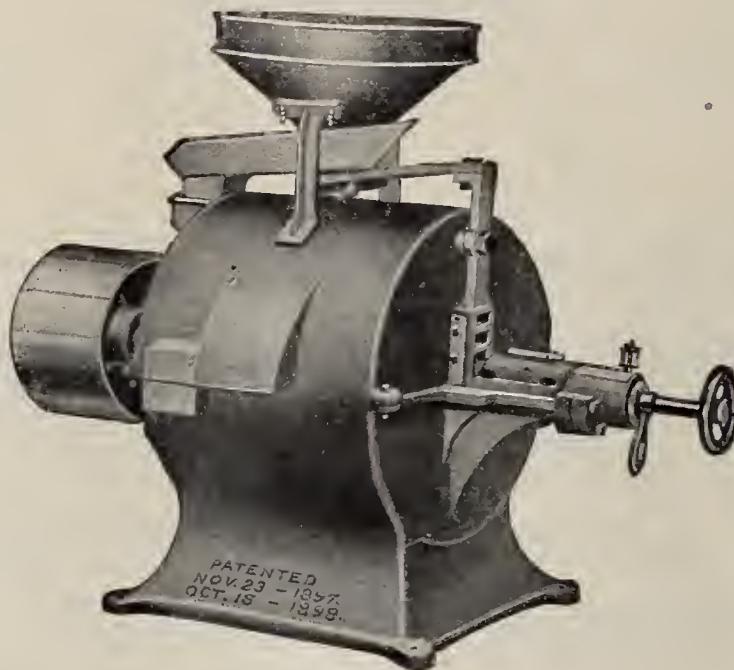
Our World-Famed "Queen of the South"

is a Mill used extensively wherever grain is raised. Our sales are world wide and the continuous stream of orders for "Queen" Mills testify to its excellent qualities and popularity. Simple in Construction, Strong, Compact, Light Running; Grinds Cool, Rapid and Uniformly. All that could be asked by the most exacting. Made in both Pulley and geared styles. Sizes from 15" to 36" inclusive.

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This mill was designed primarily for our export trade, and while our Foreign business has grown amazingly since its introduction, our home trade has seen the advantages in its strength and simplicity of construction and has been placing order after order for this Mill. Made in three sizes, 15", 18" and 24".

Strongly recommended for feed grinding and elevator work.



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This three high Mill has been such an unqualified success that changes from time to time have of necessity been of a minor nature. No better mill made. Made in four sizes.

Mr. Miller:—

How Are Your Wheat Rolls?

Are they in good shape? Or do they look like this:



Rolls in the above condition mean a heavy loss in high-grade middlings every day they run. Your rolls should look like this:



Our "STRAUB Special" corrugations will produce an exceptionally large quantity of high-grade middlings, thus insuring a better product.

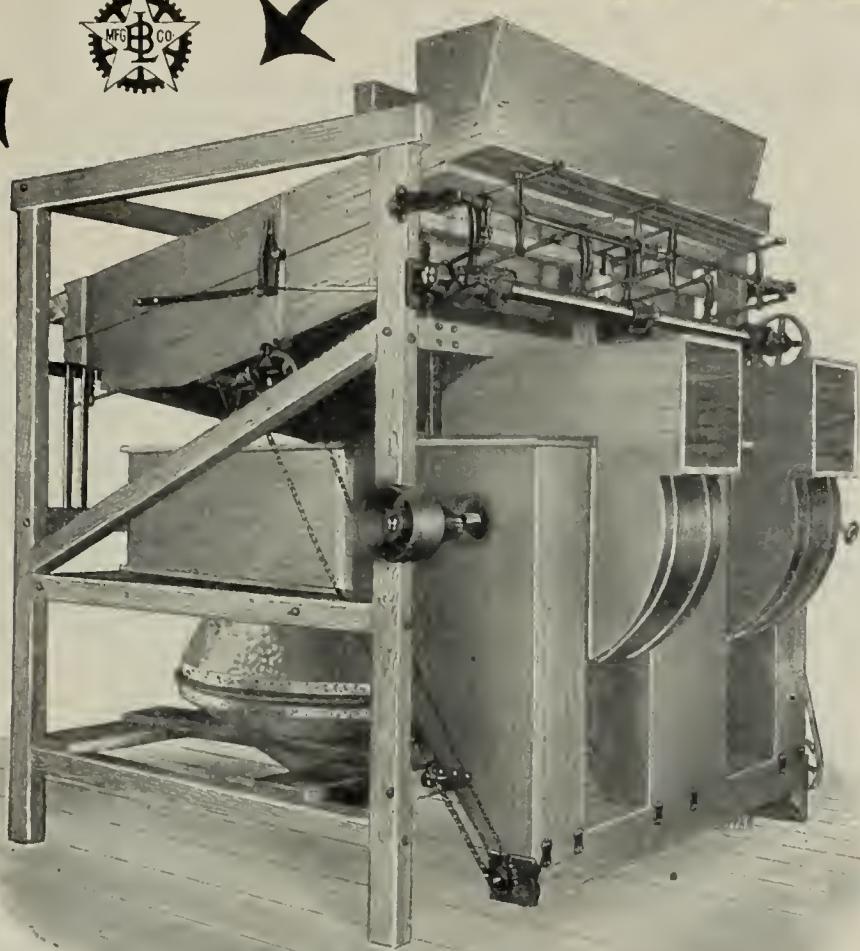
We are corrugating rolls for many of the foremost plants in the country. We can refer you to many customers in all states of the Union.

THE ORVILLE SIMPSON COMPANY,

1230 KNOWLTON ST.

Successors to THE STRAUB MACHINERY CO.

CINCINNATI, OHIO



MOLINE CONE ASPIRATOR

Contains many novel features not found in other Aspirators.

1. Is built in such manner as to obtain the maximum spread of the grain in the space occupied by the machine, the grain being fed at the center of the machine and the aspirating trunk extending all the way around.
2. Has an inside cone proportioned so as to form an air passage of uniform area, thus carrying to the fan everything that is lifted by the air.
3. The air has a direct force through the grain and into the aspirating trunk.
4. The two fans are connected to divided channels leading to every part of the aspirating trunk, thus giving a uniform strength of suction all round.
5. The air controlling valves are made so as to admit air from the outside in exact proportion as they cut off the air from the inside. Thus the fan is constantly supplied with a uniform amount of air.

Other features fully described in our latest circular.

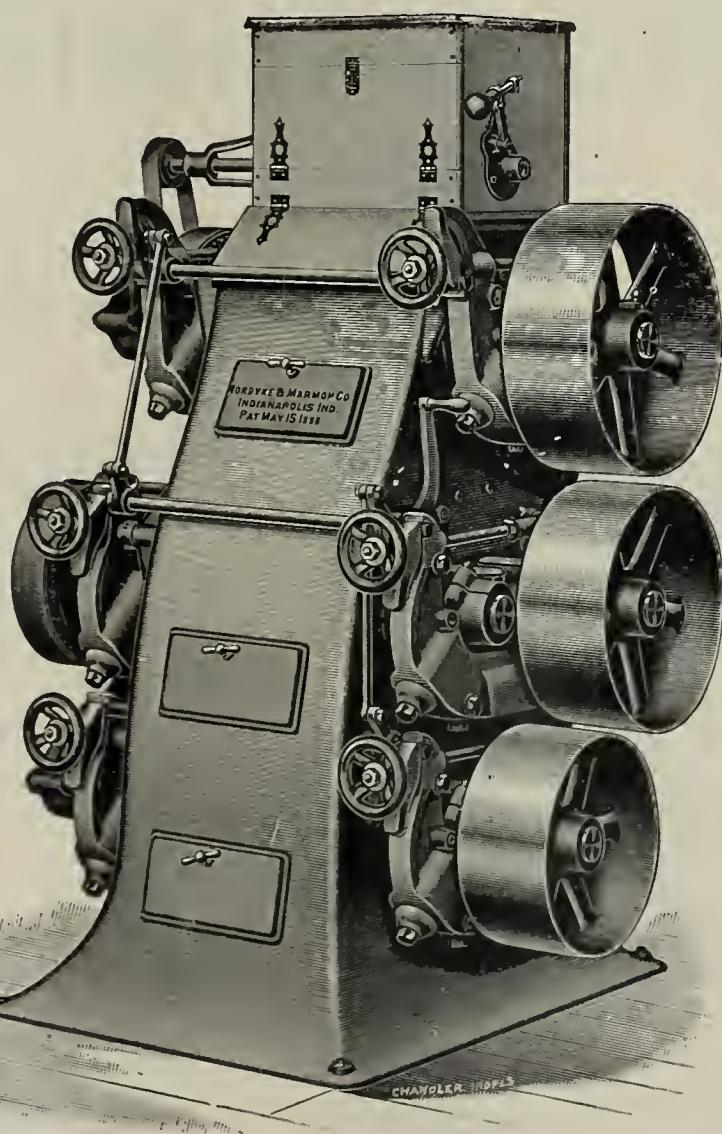
The machine is built in two distinct styles with or without spreading discs at the top of the spreading cone and with or without scalping sieve.

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**Mill Builders and Mill Furnishers
Moline, Illinois.**

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THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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ELEVATOR SUPPLIES

We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

America's Leading Flour Mill Builders

Established 1851

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WESTERN Shellers and Cleaners

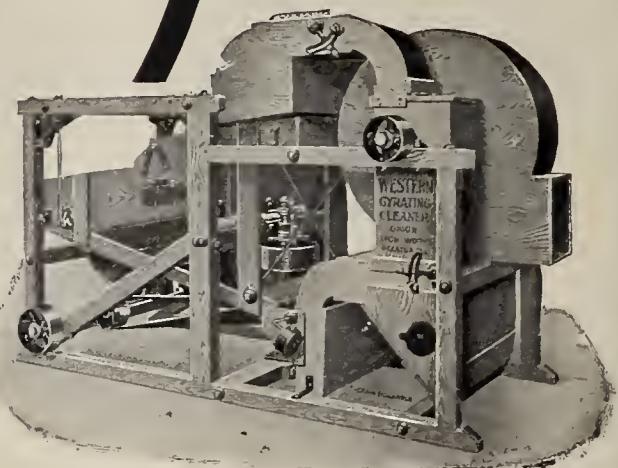
play an important part in the hundreds of elevators throughout the corn growing sections. They are acknowledged leaders; the product of over forty years' experience.

WESTERN Equipment for Elevators

includes a complete line of highest efficiency, which is described in our general Catalog No. 26. Every elevator should have one. Write today.

Union Iron Works

Decatur, Ill.



Williams' Infant Grinder

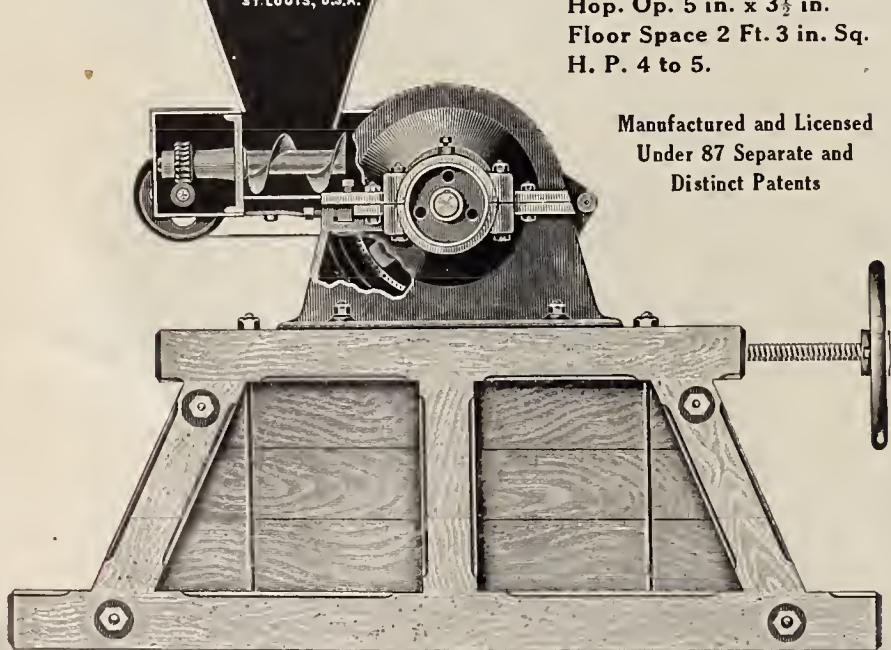
WILL GRIND

Bones . . .	1000 Lbs. Per Hour	Screenings . . .	500 Lbs. Per Hour
Oats . . .	300 " " "	Shelled Corn . . .	800 " " "
Wheat . . .	600 " " "	Alfalfa . . .	400 " " "
Coffee . . .	1500 " " "	Beef Scrap . . .	400 " " "
Oil Cake . . .			600 Lbs. Per Hour

WILLIAMS
PATENT CRUSHER
& PULVERIZER CO.
ST. LOUIS, U.S.A.

Weight 500 Lbs.
Hop. Op. 5 in. x 3½ in.
Floor Space 2 Ft. 3 in. Sq.
H. P. 4 to 5.

Manufactured and Licensed
Under 87 Separate and
Distinct Patents



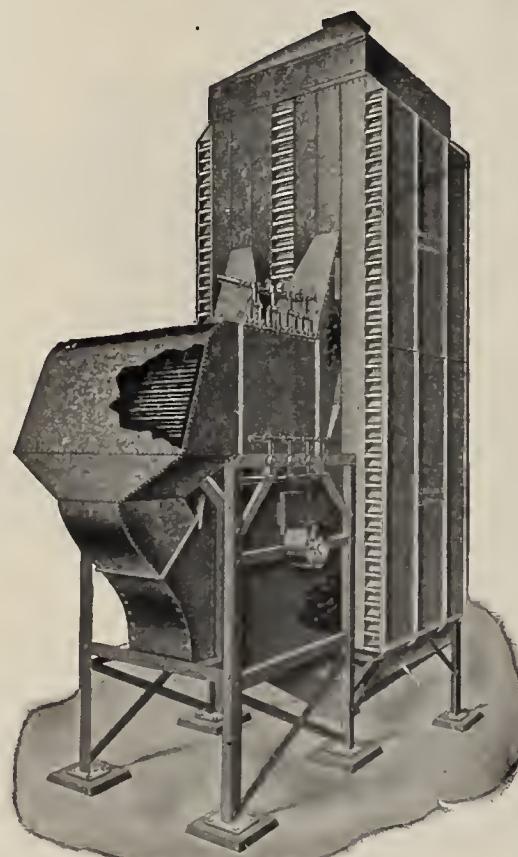
WRITE FOR BULLETIN NO. 6

The Williams Pat. Crusher & Pulverizer Co.

Works: ST. LOUIS—2705 N. Broadway
428 Monadnock Bldg., SAN FRANCISCO Old Colony Bldg., CHICAGO

HESS=DRIED

IS
Best
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No. 3 Ideal HESS Drier and Cooler.

The Car-load a Day size.

Send for Booklet.

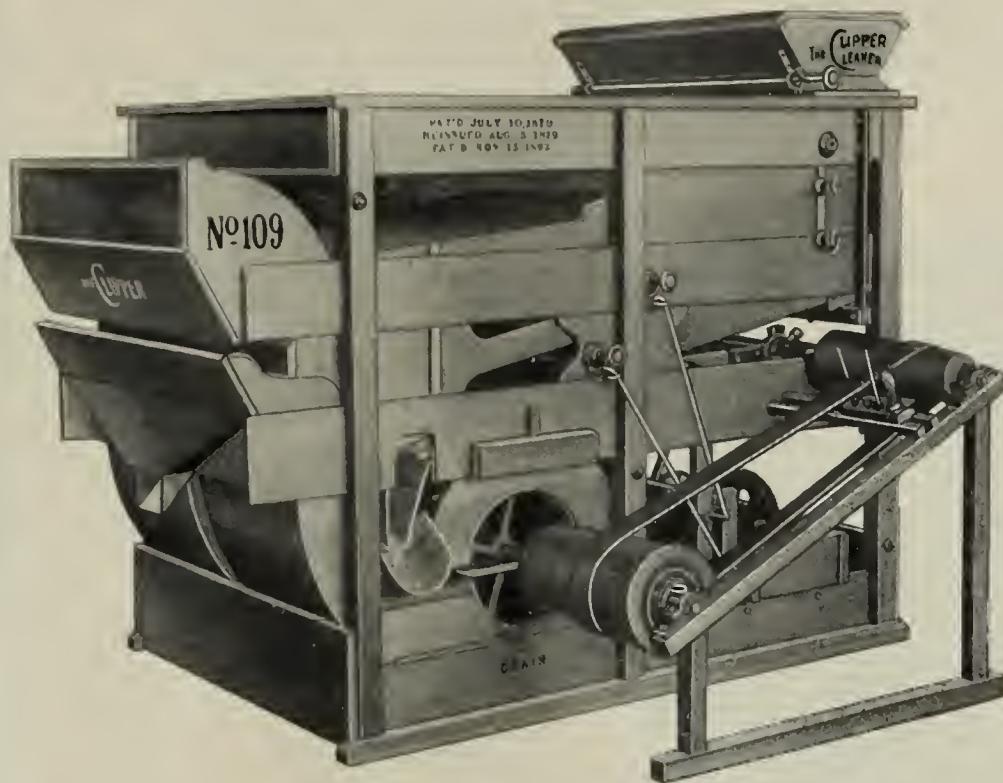
HESS GRAIN DRIERS are used everywhere, by Grain Handlers, large and small.

We make small sizes for country elevators and large ones for terminal elevators; eight regular sizes in all.

Hess Warming and Ventilating Co.

910 Tacoma Bldg., CHICAGO.

Combination Seed and Grain Cleaners



Our line of Clipper Seed and Grain Cleaners will give equally good satisfaction in cleaning clover, timothy, alsike, alfalfa, flax, millet, cane, kaffir corn, wheat, oats or any other kind of seed or grain.

The Clipper has two strong combination features: Traveling Brushes on the screens and Special Air Controller. The first keeps the screen perforations and meshes clear all the time and the second regulates the Vertical Blast to exactly meet the requirements of the stock you are cleaning.

We have an endless variety of perforated zinc screens, also of the best grade of woven wire screens in square and oblong meshes.

All of our machines are well made with close fitting joints. They can be changed from grain to seed by simply changing the screens and regulating the vertical blast.

Easily installed and simple to operate, they always give satisfaction.

Write for catalog and prices.

A. T. FERRELL & CO., SAGINAW, W. S., MICH.



"Eureka" Dryers



IN EVERY CASE EXCEED
THE CAPACITY GUARANTEED

Consequently a user can handle corn containing any amount of moisture, without reducing the capacity.

READ WHAT A USER SAYS, AFTER ONE SEASON'S WORK:

Piqua, Ohio, February 26th, 1910.

The S. Howes Company,
Silver Creek, N. Y.

Gentlemen:—We used the Corn Dryer on about thirty cars last Fall and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour, with 30 pounds of steam, and put it in condition for carrying four weeks to New England.

Our broker said we had the best corn that had arrived in that section. We would not be without the Dryer at any cost.

Very truly,
C. N. ADLARD.

"Eureka" Dryers are guaranteed to give Perfect Satisfaction
Investigate Them

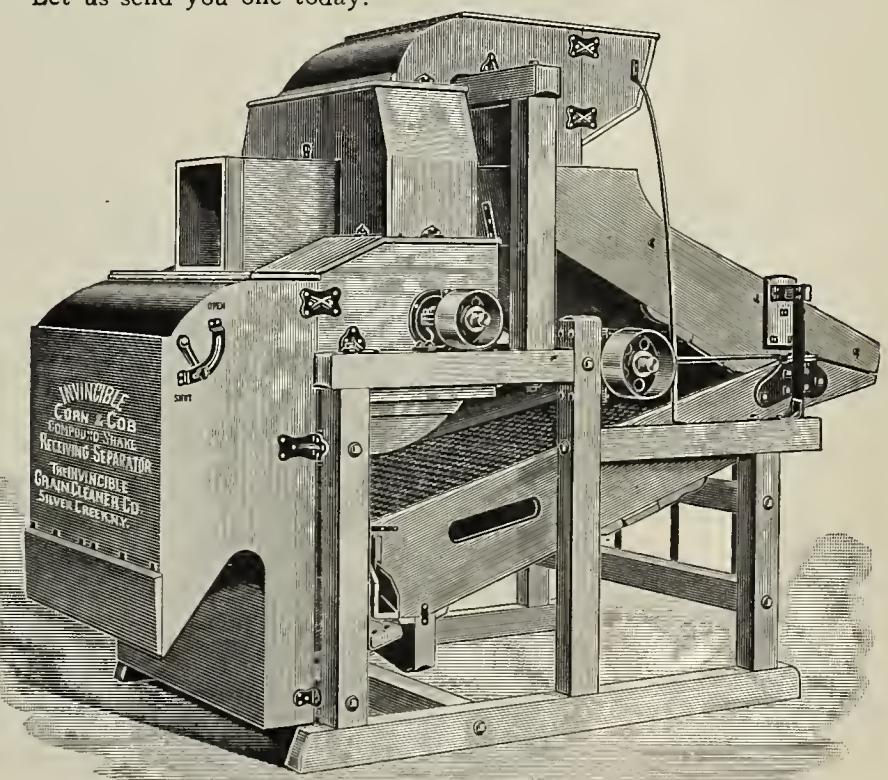
THE S. HOWES COMPANY

"Eureka Works," Silver Creek, N. Y.
ESTABLISHED 1856



More of the INVINCIBLE Corn and Cob Separators

are being sold and used today than all others combined—
There is but one reason for it—they do the work better than others.
Let us send you one today.



INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y., U. S. A.

REPRESENTED BY

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The Strong-Scott Mfg. Co., Minneapolis, Minn.

C. L. Hogle, 526 Board of Trade, Indianapolis, Ind.

Frank E. Kingsbury, Terminal Hotel, St. Louis, Mo.

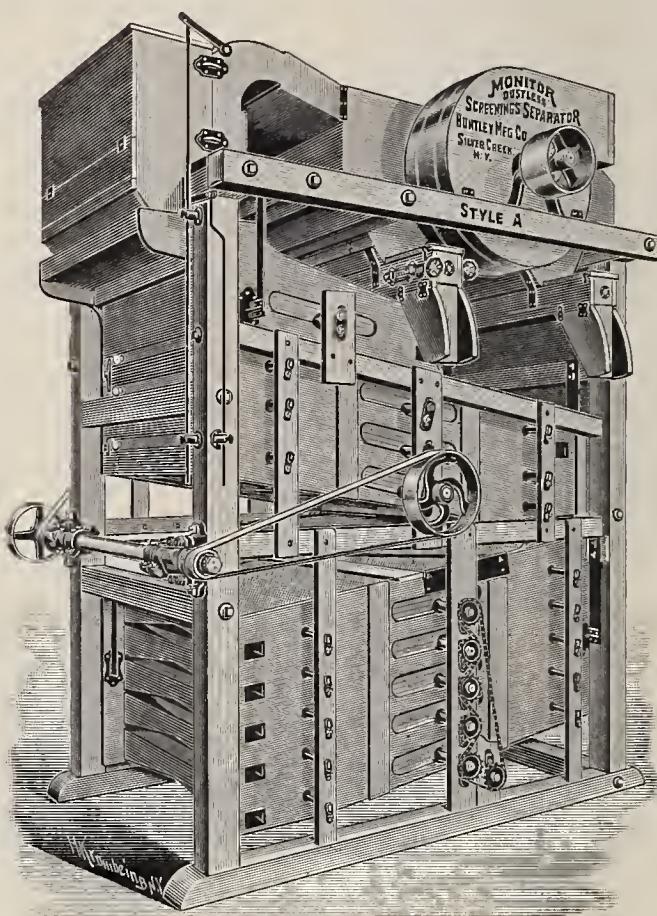
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MONITOR SCREENINGS SEPARATOR



IT RECLAIMS FROM SCREENINGS ALL VALUABLE SEED AND GRAIN

WHY SELL YOUR SCREENINGS AT A LOSS?

This machine will extract flax seed, wild mustard seed, wheat and oats from screenings of all mixtures. Why sell these valuable seeds and grain at the regular price of screenings when they may easily be separated and sold at greatly advanced prices? You can install this machine in your elevator and pass all your screenings through it, thereby deriving a handsome profit. The only machine of its kind manufactured. It is being used by most of the largest Northwestern elevators constructed in recent years—a guaranteed, money making investment.

REQUIRES SMALL POWER

Very little power is required to operate this machine. It is equipped with all our latest devised improvements for delivering perfect results with ease of operation. Send for catalog No. 43.

HUNTLEY MFG. CO., Silver Creek, N. Y.

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Chicago, Ill.—F. M. Smith, 608 Traders Building
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Wichita, Kans.—J. B. Ruthrauff, 301 S. Lawrence St.
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Jackson, Mich.—A. H. Smith, 206 Lansing Ave.
Akron, Ohio—A. S. Garman
Owego, N. Y.—J. H. Foote

The American Elevator and Grain Trade

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

VOL. XXIX.

CHICAGO, ILLINOIS, MAY 15, 1911.

No. 11.

TRANSFER ELEVATOR FOR THE ILLINOIS TRACTION COMPANY.

Our illustration shows the first elevator ever built to transfer grain from electric traction cars to cars on a steam railroad. The elevator was completed in January last by the Burrell Engineering & Construction Company for the Illinois Traction Company. It is located at Glover, Ill., on the C. & E. I. and Big Four roads.

The capacity of the elevator is 25,000 bushels. It is of cribbed construction and covered with Sykes's Corrugated Iron. Its machinery is run by electric power supplied from the Traction Company's power system.

The covered shed is for the Traction Company's cars. Grain is taken from these cars in the regular way, and dropped to the receiving sink beneath, where it is taken by belt conveyor to loftier leg and elevated at the rate of 5,000 bushels per hour to a Richardson Automatic Grain Scale. This scale has a capacity of 5,000 bushels per hour. After the grain is weighed, it is spouted from the bins of the elevator into steam cars.

It is not generally known that electric traction cars are used for hauling grain, but such is the case. Whether they will come largely into use remains to be seen, but the Burrell Engineering & Construction Company has, in this instance, built a most complete elevator for transfer purposes and it may prove to be the first of a considerable number of elevators to be built by traction companies generally, now operating and rapidly extending their trackage throughout the Middle West.

Indianapolis has a corn oil mill that uses as its raw material the germ refuse of the hominy mills, the "chits," as they are called, the little oily portion at the point of the kernels. It is useless for hominy but makes a fine oil which can be used as

a substitute for either lard, butter or olive oil which it closely resembles. The "chits" are put under heavy pressure, and the oil obtained in that way. The oil has almost no taste, and is really an excellent article for use in the kitchen.

"Big Chief" Culver would caution country shippers. Most of them don't need it. Some do. Fine dirt sifts to the bottom of the car and creates a

[For the "American Elevator and Grain Trade."]
WHAT ARE BOLLIES: FIFTEEN TO FORTY MILLION DOLLARS ANNUAL LOSS.

BY N. L. WILLETT.

Middling cotton here in Augusta, Ga., is selling at 15½c cash, and cotton futures for the fall months are higher than possibly in a score of years. All of this in spite of the fact that we have a universal depression in cotton goods in American cotton mills. A world of surmises are being made now in these boll weevil days as to the future of cotton in the South and in the world as to what maximum prices lint may not attain to, and where a half-naked world is going to get its cotton from! Very important, therefore, becomes any factor of conservation or increase of the amount of cotton produced by the South.

The object of this letter is to show that in all probability we have been throwing away from fifteen to forty million dollars annually in the South. This letter stresses this loss; and I hope points out a way. There was a time when cotton seed was worth in the South only 10c per bushel. The past winter the oil mills paid just five times that price. Time was when cotton seed hulls were dumped out as having not the slightest value; today cotton seed hulls of themselves are worth more than was the whole cotton seed at one time.

WHAT IS A BOLLY?

I asked a prominent lawyer who had grown up in a large cotton county in Georgia this question the other day, "What is a Bolly?" His

reply was, "I am innocent of the charge; I have never heard of the term in my life."

This conclusively shows that in this part of the country a bolly and its uses are unknown. The termination "ic" shows that the meaning of bolly is a "little boll"—a little cotton boll.

In the cotton growing industry there are in the fields in winter, first, open bolls; second, immature



ILLINOIS TRACTION CO.'S TRANSFER ELEVATOR AT GLOVER, ILL.
Burrell Engineering and Construction Co., Engineers and Contractors.

heated and musty condition. Clean your corn and it will arrive cool and sweet. Five bushels of mahogany corn mixed with fifteen hundred of good three yellow will make entire car sour and musty in less than two days. Keep the mahogany corn separate. Help your farmers to select their seed corn with care. Get better results. Progress.—C. A. King & Co.

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In the cotton growing industry there are in the fields in winter, first, open bolls; second, immature

bolls, so little developed as to be of no value; third, there is an intermediate boll, called the "bollie," which has considerable value.

At frost time all the well developed bolls, brown and well speckled in color, will, under the action of frost, open. The bollies, however, will not open so as to give up their lint by hand picking. At heavy frost time these bollies are not fully developed. They may be somewhat smaller in size than the usual boll; and at frost time their contents of seed and lint is a wet, soggy mass. Under the action of time and frost there comes a change to this wet mass, on the part of both lint and seed. Both lint and seed dry out and continue in growth. When thoroughly dried, the lobes of the bollies become stiff, dry and hard like leather. In many cases cracks are seen between the lobes, or the bolls partially open at the extreme end; and through both of these openings the cotton can be seen. You can take your knife and cut away the boll and find quite good cotton lint and seed within. The bollie is not in a thoroughly ripe and usable condition until about Christmas time. However, whenever the boll becomes thoroughly dried and crisp and its contents are thoroughly dried out, it may be picked.

WHERE BOLLIES ARE FOUND.

The term "bollie" originated in Oklahoma. It is easy to see that in the more northerly cotton grow-

than \$700. The hulls from the bollies make fuel sufficient to run all the machinery for elevating, ginning and pressing the cotton. While the amount received for the frosted bollies is a clear profit to the farmer selling them, he does not receive more per acre than did the farmer whose cotton matured. From 60 to 75 per cent of the cotton in this locality matured fully.

The value of these Texas bollies, as shown by this letter, seems to be nothing less than startling. It is easy to be seen, too, that the bollies could be made of just as much value in our section of the country as in Texas.

ONE THOUSAND FIVE HUNDRED DOLLARS SAVED.

There were two demonstrations by friends of mine near Augusta this season, which absolutely demonstrate the great value of bollies in this country—a value which has heretofore been unknown to us. One friend in North Georgia, with a common pea huller, crushed bollies and ginned one and a half bales of cotton. Our friend Mr. J. K. Mayfield, of South Carolina, crushed and afterwards ginned from his plantation the amount of thirty-five bales. He paid 50c per 100 for picking the bollies. The cotton was sent to an Augusta factor. I have half a dozen or more samples of this cotton, and they are what factors would class as "ordinary" cotton. My friend Mayfield received from the sale of his cotton something like \$1,500 or more. The lint from these

of the bollies will become general, and that the saving thereby resulting annually will be to the South, as I estimate it, from fifteen millions to forty millions of dollars.

THE WORK OF A TORNADO.

At 5 o'clock in the afternoon of April 15 the cupola of the Burlington Elevator on the Chicago, Burlington & Quincy Railroad, standing at the foot of Grand Avenue, St. Louis, and only a few yards from the bank of the Mississippi River, was blown off by a tornado that came accompanied by a hail storm.

The elevator was built in 1896 by John S. Metcalf & Co., engineers, of Chicago, and was of cribbed construction, with a capacity of 1,400,000 bushels. It was owned and operated by the W. L. Green Commission Co., of St. Louis, who have just executed a contract with the John S. Metcalf Co. to rebuild it, and the work will be commenced at once. In its reconstruction, only half of the cupola will be rebuilt, and a roof will be placed over the bins of the other half of the elevator.

The elevator was one of the most complete of its kind ever built, and had a record of unloading 287 cars of grain in ten hours. After the accident there were 925,000 bushels of grain moved out of the ele-



THE BURLINGTON ELEVATOR, GRAND AVENUE, ST. LOUIS, BEFORE AND AFTER THE TORNADO.

ing states and at a higher latitude, the cotton growing season will be shorter; frost will come sooner, and less bolls will open. This would be true in Oklahoma, Arkansas, Tennessee and North Carolina. Bollies are found, too, in greater abundance even in the more southern states, in those years when, on account of a cold, late spring, the growing season is shortened. This happened in the crop of 1910. Cotton was at least a month late; and as a result, in large numbers of fields in Georgia, on December 1, there were almost as many unopened and wholly useless bolls as there were remnants of the bolls that had been picked. Bollies are frequent, too, whenever there is a fine growing season in the early fall, in which cotton takes on heavily of fruit and makes what is known as a "top-crop." This top-crop is often almost altogether bollies.

As I said above, the name bollie originated in Oklahoma, and they are put to large commercial use in that state. In the last few years, however, Texas also has been making large use of them. I quote from a recent letter from a correspondent. From this letter it may seem that 25 per cent of the crop grown around Ladonia, Texas, consisted, in 1910, of bollies. He says:

Two gins here have paid out \$27,000 for cotton bollies; and the season will not close for two weeks or more, if the weather continues favorable. The average price paid to the farmer by the gins has been more than 2c per pound, as the greater part has sold for 2½c and some as high as 3c. One gin is equipped with the latest improved huller-gin and makes a sample that brings from 11c to 13c. It is not uncommon to hear a farmer say he has sold \$300 worth of bollies, and one man has received more

bollies was absolutely net gain, except the mere cost of picking, ginning and baling. It seems almost incredible that this plantation, through this new method of conservation in the matter of bollies, added to its income \$1,500.

Mr. Mayfield makes this valuable suggestion: He says that the great value of these bollie machines, too, is that the planters who make heavy cotton crops, say one bale to the acre, need not now be deterred from working and fertilizing their cotton so that bolls will remain green and growing up to frost. He need not fear the heavy loss heretofore incurred by inability to extract lint from bollies caught in the early frost.

THE MACHINES NECESSARY.

In the Southwest one single machine does the business. It crushes the bollies, separates the hulls, and even gins the lint. There are also what are known as "bollie busters." These crush the bollies, and the lint in the seed is then carried over to the gin. The velvet bean hullers on the market and the large pea hullers serve well as bollie busters. Then there are machines that operate in a roller fashion to crush the bollies. There are also combing machines that take the somewhat trashy cotton as ginned and combs out the trash and makes the line come up to a regular grade of cotton. These bollie busters can only operate when the bollies are thoroughly dry. If the bollies are picked in wet weather, they must be thoroughly dried out before being put into the machine.

It seems strange that this discovery has been so long delayed. There is no doubt that the utilization

vator by hand in about twelve days. Although there were forty-three men in and around the elevator when the accident occurred, none of them was hurt. Those who were in the office, on account of the rattling of the hail, knew nothing of the storm's remarkable devastating effect upon the elevator. Singularly enough, too, the elevator, standing isolated in the transfer yards of the company, was the only building in the track of the tornado, which, happily for St. Louis, or the environs, was quite a narrow as well as short one.

The damage to the building and grain is estimated at \$150,000; and was covered by the tornado insurance carried along with the fire policies.

THE SMITH FAILURE

Up to this writing no settlement of the affairs of the Perry C. Smith Grain Co. has been announced, although it has been expected that J. Sidney Smith, father of Perry C. Smith, would come to the rescue of his son.

A more important matter is the Board of Trade committee's report on the operation of the registry of public warehouse receipts; but that, too, is not yet forthcoming, although the Smith failure disclosed gross negligence in the safeguarding of such receipts upon which bankers base loans to grain receivers and terminal shippers.

Quebec is talking of enlarging the wharf facilities and of erecting grain elevators, in view of the possible increase of transcontinental business.

[For the "American Elevator and Grain Trade."] **USING UP THE CORN CROP.**

By P. S. GOODMAN.

Growers, dealers, traders and speculators stood in awe of the big corn crop as reported by the Government last November, and freely predicted that the price would revert to that of other days.

Very little of the expected happened. The producer cribbed on a large scale, determined to hold the golden cereal as long as possible, in the hope that something might turn up to better the market. At no time did the price reach the low level anticipated by the speculator; and with the passing of the winter, the people interested in this grain have reached the conclusion that, after all, the country has a wonderful capacity for taking care of a big crop.

The same thing was shown after the big crop of 1906, relatively as large as the recent one. The excellent price that the grain commanded through that season was ascribed to the rise in all values. This has much to do with corn values, as it has with all other values; the economists have been preaching a higher trend of values as long as gold production maintains its present high volume. But that does not account for the disappearance of large crops. Gold may enhance values, but it does not increase digestion of food stuffs beyond the increase in the people or animals.

An estimated crop of 3,125,000,000 bushels of corn on top of a crop of 2,772,000,000 bushels suggested to the inquiring mind that there would be some trouble in getting away with it. If we are to judge of the amount of the grain coming to the market, we are forced to the deduction that the country has been getting away with it faster than a year ago. With an indicated surplus of 325,000,000 bushels more than the previous year, there should have been a constant pressure of the grain in the markets. The curious feature revealed by the known movements is an increase in the shipments from the country to the marts of trade, thus far in the crop year, of 17,000,000 bushels; and the consumption or withdrawal from the important markets of 25,000,000 bushels more than a year ago, leaves the supplies in second hands at a much smaller volume.

The average price has been slightly lower thus far than last year—just equal recently; and that may have contributed a trifle to the large consumption. The export trade, however, has been as much in excess of last year as the gain in shipments from the markets; so that we can ascribe the apparent increase in ex-farm consumption to the need of the foreigner, resulting from the partial failure of the crop in Argentina.

"Corn Consumption" is a matter of some perplexity. True, the crop year is not ended and the carry over is still an unknown quantity; but judging from the March 1 farm reserves, as reported by the same people who reported the crop, we are not likely to round out the year with much more corn on hand than we rounded out last year. Barring the increasing export, we can conclude that this country in twelve months will have consumed 300,000,000 bushels, or 11 per cent, more corn than the previous consuming year and 400,000,000, or 15 per cent, up more than two years ago. How have we done it?

The heavy run of hogs to the slaughter since the first of the year points to a much larger rehabilitation of depleted swine herds last year than we had been allowing. It begins to look as if we have restored the tenants of the pig yards to the old maximum and may overtop it before we get rid of the crop. The animals to which we feed corn are being held for a heavier weight; and that has helped out wonderfully in getting rid of the crop that frightened the price seer last November.

We cannot confine ourselves too closely to the reported crop, for that is only a matter of guessing at a time when much of the grain stood unshocked and unplucked in the field. Probably a later guess on the crop, when much of it has been weighed or measured, might materially change its size. The same fault applies to corn as to all other crops—the acreage and the yield are guesses and likely to run far wide of the mark. The census year of 1899, reported by the Agricultural Department, gave a

corn yield of 2,078,000,000, and we thought that was going some; the Census Bureau, however, raised it to 2,666,000,000, or nearly one-third more. Crops as reported are more to be considered on a basis of a good, fair or bad yield than on the measured bushel. It might transpire that the last crop was far below the actual or far above—likely the latter; for the improved acreage reported thus far on the census of last May shows very little increase in improved acreage in the principal agricultural, and especially the corn, states.

Getting away from this vexed question, which will be more than usually discussed in the light of the census figures that will be shortly reported on all crops, we come around to the other phase of the corn consumption, to wit: through how many channels do we consume the corn?

Over 80 per cent of the crop never leaves the counties where it is grown; hence it is largely a farm consumption that can be better answered by each locality, and thus be answered for the Nation at large. What percentage is taken by the hogs, by the cattle, by the poultry, by the draft animals? It would be interesting if the Government would undertake to query its selected correspondents on this score. Perhaps it will come around to that in the end; for each year the Government is improving its service. The work of compiling by states the cost of raising corn per acre and the various items of the cost, together with the average selling price, which were given us the other month, is a step in the direction of solving the riddles of food production.

Much is heard around the markets of the huge consumption by the industries, especially in our Western market adjacent to the glucose and starch factories, and by distillers. But the amount that is absorbed by these industries is much smaller than the average man would be likely to guess. Taking the returns of the manufacturers of 1905,—the operation of the calendar year 1904,—we find that the glucose and starch plants did not use over 12,000,000 bushels; that the distillers took about 30,000,000; and that all industries did not use to exceed 50,000,000 bushels. Compared with the total crop, this was only 2 per cent. For human consumption that year we took 180,000,000 bushels in the milling of meal, grits, hominy. Making a liberal allowance for the difference in weight of the unripe and the ripe grain, the canners did not use up more than 20,000,000 bushels in their packing of 11,000,000 crates of corn—24 two-pound cans to a crate. That gives us a total of 250,000,000 bushels for industries and human food. To this we might add, as a liberal estimate, the eating of 50,000,000 bushels in roasting ears, or a total of 300,000,000, or 12½ per cent, of the 1904 crop that did not go to the lower animals. At the same proportion, for the past year we might deduct 400,000,000 bushels for human consumption and industries.

These deductions leave little more to account for in the way of ex-farm consumption and that little is the food of the animals in the cities. The proportion of these is very small. Only 10 per cent of the draft animals, at the last census, were in the cities and towns, and the number of dairy cattle a still smaller proportion. The cities and towns for feeding purposes do not take up 5 per cent of the crop. We may be within bounds in assuming that 525,000,000 bushels of corn accounts for the ex-farm use and consumption of the present crop year.

It is "Back to the farm" to take up a consumption of 2,600,000,000 bushels of the crop estimated for last year. Several increasing demands have been made upon the crop. In the South there was less cotton seed meal consumed, on account of a small shortage and high prices. In the dairy regions of the Northwest there was little or no linseed cake fed or to be fed until after we harvest and crush the next crop. The shortage in barley has put the price so high as to shut off feeding it. We have probably had an increase in the demand for corn to the extent of 50,000,000 bus. on account of these features.

Hog receipts thus far show that we have been feeding 10 per cent more corn than last year, to account for the weight and number of these animals; and this in connection with the export demand and the shortage in the feedstuffs above named, we may

answer the question as to the consumption of this year's crop. The hay crop was 4,000,000 tons less, and might be considered; but I think its equivalent of 150,000,000 bushels of corn, equivalent in weight, is somewhat offset by the larger oats yield; but it throws a side light on the consumption of the big corn crop.

There is always something that intervenes between the harvesting and the using of a crop of foodstuff. So long as we have so many substitutes in the feed of the lower animals, the size of any particular crop is not so much the concern of the producer or the trade as the size of all the crops reduced to a common weight. When we apply this test to the big corn crop, we find that the disparity is so trifling as to be readily overcome by the prolificacy of the farm animals, especially hogs, which never reach perfection until brought in juxtaposition with a corn crop of some magnitude. It takes little time to build up the hog, and even in one year, as happened in 1907, the hogs can be bred up to use a crop in a single year. We have been now bringing up our hogs for over a year, and it looks as if we have caught up with a corn crop in excess of 3,000,000,000 bushels.

One could build a lot of interesting statistics about this corn consumption by assuming certain things not proven. Some of the compilers of lurid market literature have been able to give us the exact number of bushels of corn that will bring a hog to maturity; and by using the multiplication table on the Government's animal returns of each year, they show how much of the crop was taken by hogs. Similarly the amount taken by horses and cattle. I had the pleasure of reading one of these interesting affairs that did not even consider the amount that had been reported officially in the preparation of meal and other forms of human food. The enthusiast for a high-price market is to be pitied in losing track of a feature that would have shown mathematically, on assumed data, that the corn crop was actually short of requirements.

A strange thing to me has been the entire absence, in a sober discussion of the consumption of corn, of the part that the poultry plays in using up the crop. Ten years ago the census reported that the poultry population of the farm was 251,000,000 birds. Judging from the general spread of the "chicken fever" in the past ten years, we now have those figures "beaten to a frazzle" in the farming districts, while the city and town poultry yards are not a very small feature, although ignored by the census man. Corn is the chief food of the poultry, as it is the cheapest. Over the greater portion of the year the fowls are fed freely. I presume we eat as many more fowls in the year as we carry over. If we allow only half a bushel of corn a year to each fowl carried over and eaten, or one bushel per head for the carry over, the fowl will run a close second to cattle in the consumption of our great cereal.

But I am getting into an enticing field of conjecture. If we get another three-billion crop, the trade, at least, will not be alarmed. It has been demonstrated that the country is as big as a bumper corn crop.

NEW FREE LIST BILL.

The Democratic House of Representatives at Washington has passed a bill enlarging the free list of the Payne-Aldrich Tariff to include the following:

- Agricultural implements and farm wagons.
- Bags and bagging for grain and cotton.
- Iron and steel hoops and bands and wire for baling cotton, hay, straw, etc.
- Leather for boots and shoes, belting, harness, etc.
- Barbed-wire and metal fencing.
- Meats, dressed and cured, sausage.
- Buckwheat flour, corn meal, white and rye flour, bran, middlings and other offals of grain, rolled oats and all prepared cereal foods, biscuits, bread, wafers and similar articles not sweetened.
- Timber, hewn, sanded or squared; round timber used for spars or in building wharves; shingles, laths, fencing posts, sawed boards, planks, deals and other lumber, rough or dressed, except ebony, mahogany, rosewood and all other cabinet woods.

**THE ILLINOIS ASSOCIATION MEETING
AT BLOOMINGTON.**

Secretary S. W. Strong has published a program for the annual meeting of the Illinois Grain Dealers' Association to be held at Bloomington on June 13 and 14. It may be changed somewhat, owing to unforeseen circumstances that may obtain before the dates named; but in any event, any changes will be compensated for in some manner satisfactory to the program committee and the convention. As now outlined, therefore, the program of the meeting will be as follows:

PROGRAM.

TUESDAY, JUNE 13, 10 A. M.

Victrola concert.

Convention called to order by Geo. D. Montelius, President, Piper City.

Last Annual Convention Minutes, read by S. W. Strong, Secretary, Urbana.

Secretary's Report, S. W. Strong, Secretary, Urbana.

Treasurer's Report, H. I. Baldwin, Treasurer, Decatur.

Finance Committee's Report, by F. L. Warner, Chairman, Chenoa.

Appointment of Committees by President: (1) Resolutions Committee, (2) Nomination Committee.

"How to Obtain Larger Yields of Better Grain," address by Bert Ball, Chicago, Secretary Crop Improvement Committee, Council of North American Grain Exchanges.

"Ethics of the Grain Trade," address by J. Ralph Pickell, Editor, "National Hay and Grain Reporter," Chicago.

TUESDAY, JUNE 13, 1911, 1:30 P. M.

Victrola Concert.

President's Address, by Geo. D. Montelius, Piper City.

"Pharaoh and His Corn Crop," address by J. S. Tustin, F. C. A., M. P. R. Co., St. Louis, Mo., president F. C. A. National Association.

"Progress of the Claims Department of Illinois Grain Dealers' Association," address by Wm. R. Bach, attorney and manager, Bloomington.

"Agricultural Statistics in Illinois," address by J. K. Dickinson, Springfield, Secretary of the Illinois State Board of Agriculture.

General Discussion.

WEDNESDAY, JUNE 14, 9:30 A. M.

Victrola Concert.

"The Use and Advantage of the Moisture Test, in Handling Grain," address by J. W. T. Duvell, Crop Technologist, Bureau of Plant Industry, U. S. Department Agriculture, Washington, D. C.

"The Use of the Moisture Test in a Country Grain Office," address by G. H. Hubbard, Mt. Pulaski, Ill., Ex-President, Illinois Grain Dealers' Association.

Report of the Resolution Committee.

Report of the Nomination Committee.

Election of Officers.

General Discussion.

WEDNESDAY, JUNE 14, 1911, 1:30 P. M.

"The Illinois Grain Dealers' Association; Its Accomplishments. Benefits It Has Conferred On the Grain Trade," address by S. W. Strong, Urbana.

Subjects for Fifteen Minute Talks.

"Experience in Grading Corn which has been frozen, on warm, damp days," led by S. H. Smith, Assistant Chief Grain Inspector, Chicago.

"Is Storing Grain Profitable?" led by Geo. W. Cole, Bushnell, director Illinois Grain Dealers' Association.

"The Call Rule; How it Affects the Country Grain Dealer," led by E. M. Wayne, Delavan, president Grain Dealers' National Association.

General Discussion.

Adjournment.

THE CITY OF BLOOMINGTON.

This year, for the first time in more than a decade, the Association has abandoned the conventional meeting places and goes to Bloomington, one of the most attractive and progressive cities of the northern half of the state—a city noted alike for its physical beauties, its educational institutions, and its large business interests, as indicated by a list of seven banking houses for a city under forty thousand people. Pictures of the city given last month as well as herewith give out a meagre idea of a city that is noted for its beautiful streets, fine homes, public buildings and parks and country club; but even so, it is hoped that they will at least assure the grain man who hesitates (and may lose a good time thereby) that the city of Bloomington is able to give him "good bed and board" and all reasonable and rational comforts and enjoyment during the two days of the Illinois convention.

Bloomington is noted for her hospitality; and on

this occasion will "hang the latch-string out" with a generous "pull" attached. In order that nothing shall be left to chance, the local grain dealers have organized themselves into an association known as the Bloomington Grain Dealers' Entertainment Association, and A. V. S. Lloyd, of the Hasenwinkle Grain Co., was selected as permanent chairman. The chairmen of the sub-committees are as follows: Mr. R. C. Baldwin, finance committee; Mr. L. E. Slick, publicity committee; Mr. Ralph Hasenwinkle, entertainment committee. They take charge of local details.

The headquarters and meetings of the convention will be held in the Bloomington Club Rooms. The

SOME BLOOMINGTON GRAIN FIRMS.

Bloomington is much more of a grain assembling and buying city than some are apt to think; and the firms located there are among the strongest and best in point of service to be found in interior Illinois. They are as follows:

The Baldwin Grain Co., located in Room 407, Livingston Building, a company organized on May 2, 1905, and incorporated in 1907. R. C. Baldwin, president and manager, was with Charles Counselman of Chicago and his successors for about eight years, and later for a short time with J. C. Shaffer & Co., and represents the latter firm at the present time. Mr. Baldwin acts as broker in the buying and sell-



THE ILLINOIS.—BLOOMINGTON'S HOTELS.—THE HILLS.

grain dealers will be entertained in Miller Park on the evening of June 13th in a large pavilion, a picture of which appears among the illustrations. This entertainment will consist of music, vaudeville and refreshments. Boating and bathing have also been arranged for those who care to indulge in those sports.

Miller Park is easily the first of Bloomington's out-door attractions. It contains 130 acres and is reached by the "Miller Park" line of trolley cars. For boating and bathing there is a lake covering sixteen acres; while the rest of the ground is laid out in drives, walks, flower gardens, etc. The Pavilion, on the north shore of the lake, is conceded to be one of the best ever built for park purposes. The "Zoo" at Miller Park is an attraction that is always popular.

ing of grain exclusively and has the best connections in all principal markets.

The Central Grain and Elevator Co. is at 901 East Front Street. It was incorporated 1908, with a capital stock of \$17,000, fully paid up. The officers are R. C. Baldwin, president; Julius Funk, vice-president; H. S. Eckart, secretary and treasurer. The company owns the Central Grist Mill and Elevator, and besides doing a general grain shipping business is also a jobber of flour and feed.

Walter Fitch & Co., 1 Board of Trade, Chicago, is one of the latest firms established as a branch at Bloomington. The firm does an extensive cash grain business in Illinois and is well and favorably known to grain shippers in the Bloomington territory. The office is equipped with private wires to Chicago as well as to Pontiac, Ottawa and other points where

the firm maintains branches. The Chicago office is one of the largest and best equipped in the trade and reaches all financial centers over an extensive private wire system. The Bloomington branch is in charge of Wm. P. Quinleven and is located in Rooms 404 and 405 of the Livingston Building.

The Hasenwinkle Grain Co., one of the oldest grain firms in Bloomington, has offices in Rooms 203-4-5, Livingston Building. The company was organized in 1867 and incorporated in 1899 with a capital stock of \$40,000. The officers are Henry Hasenwinkle, president; Ralph Hasenwinkle, vice-president; A. V. S. Lloyd, secretary and treasurer. The firm has private wires to the Chicago Board of Trade and as brokers of cash grain are buyers for all the large receiving markets. They operate also a line of country elevators, principally in Illinois.

Lamson Bros. & Co. are located in Room 9 of the Durley Building, with W. J. Kelly as manager. This office was opened January 11, 1911, by the well-known firm of Lamson Bros. & Co. of the Board of Trade, Chicago, which has been in continuous business since 1874. The Bloomington branch does a regular cash and future business with private wires to Chicago and Eastern points. Bids are sent daily to country elevators, and in the short space of time since the Bloomington office was opened it has established an excellent business. Mr. Kelly is an experienced grain man who looks personally after the interests of the firm's customers. Grain men doing business with Mr. Kelly through the branch office are assured of the Rooseveltian "square deal," the same as though they were at the home office at 6, Board of Trade, Chicago.

J. W. Probasco succeeded to the grain business of his father W. B. Probasco who died in March, 1901. The business was organized by W. B. Probasco in 1875 at Bloomington, and was gradually enlarged until elevators were established at most of the surrounding towns. J. W. Probasco, who at the time of his father's death was engaged in the practice of law, was compelled to take charge of his father's business, and so well was he pleased with the grain business that he gave up the law to devote his entire time to it. Since then the business has been successfully conducted by him. At the present time he operates four elevators—at Barnes, Merna, Towanda and Covel, Ill., located on the Illinois Central and the Chicago & Alton Railroads. In the summer of 1910 the elevator at Bloomington was destroyed by fire and as yet has not been rebuilt. After the fire the main office was moved from the elevator site to the Corn Belt Bank Building, where it is now located. Mr. Probasco does not do a brokerage business, although he is a member of the Chicago Board of Trade, but devotes his entire time to the looking after the business of his elevators.

L. E. Slick & Company is one of the cash grain firms doing business in Bloomington. Mr. Slick, the manager, has been in the cash grain business in the vicinity of Bloomington for the past twenty-five years, and was connected with the Rogers Grain Company of Chicago for fourteen years prior to going into business for himself. His many years of experience have given him a thorough knowledge of the wants of the country shippers, as well as the conditions of all the terminal markets. Mr. Slick owns and controls a large number of country elevators also and does an exclusive and extensive cash grain business. This firm has recently moved to the fourth floor of the Livingston Building, where they occupy modern well-equipped offices.

Frank Supple has his office in No. 1, Durley Building. He has been in the grain business at Bloomington since 1883. He has grain elevators at Twin Grove, Gillum and Ogden, doing a general business in buying and shipping grain.

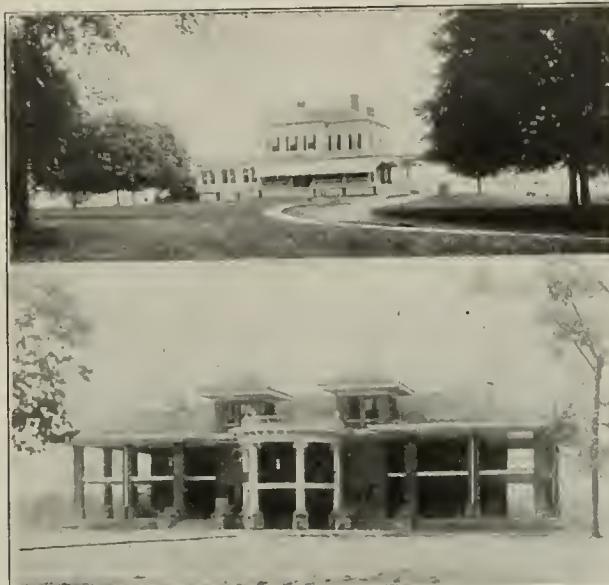
A car of rye was sold in Minneapolis on April 25 for 92 cents per bushel, establishing the highest price ever paid for that cereal in the market's history. Local millers and distillers are putting in the strongest bids for the grain. The market of April 25, however, was bid up by the distillers, the local millers having withdrawn for the time being. Rye was once sold for 20 cents a bushel in Minneapolis.

[For the "American Elevator and Grain Trade."] THE CHICAGO BOARD OF TRADE: ITS USES AND ABUSES.

VI.

BY JULIAN KUNE.

It would not serve the purpose for which these articles on the Chicago Board of Trade are written were I to record each step taken by the Board to reach to its present high position in the commercial world since the close of the Civil War; nor would it be any benefit or advantage to either the present or future generations to recall here its many mistakes or to criticize them too severely. I shall refer to them only so far as to have them



BLOOMINGTON OUTDOORS.

Country Club Shelter.—Miller Park Pavilion.

serve as preventives to future mistakes that might retard the prosperity of the organization.

THE BEATING OF THE GONG.

During the years 1868 and 1869, while Mr. E. V. Robbins was president of the Board of Trade, the members of the Board decided by vote to dispense with the primitive custom of beating the gong at the close of its business sessions. The din and noise produced by these gong beatings, while enjoyed by



BLOOMINGTON BUILDINGS.

Withers Public Library.—Illinois Wesleyan University.

the younger generation and the messenger boys, grated harshly upon the sensibilities of the older members; and it was quite a relief to have that nuisance abolished. Another noteworthy feature of this year's administration was the reduction of the annual assessment from \$35 to \$30.

The years 1868 and 1869 were most noteworthy on account of the many corners of the various

cereals and hog products that were attempted. There were three corners on wheat. On one occasion the price, which was \$1.77 at the close of the morning session, closed at the afternoon session at \$2.20; at the same time the same grade of wheat was selling in New York 18 cents below Chicago. Then there were two corners on corn, one on oats, one on rye, and one on pork. There is no use maintaining that dealings which record such wild fluctuations as those in wheat above referred to, are not illegitimate and not against public policy. It is idle to say, when the price of wheat drops overnight 17 cents a bushel, that this is legitimate merchandising.

It is gratifying to record that these violent fluctuations awakened the conscience of a majority of the members of the Board, who adopted on October 13, a resolution which provided for the expulsion of members engaged in running corners. (Rule 5.) This resolution, which on the face of it promised well, failed to stop the cornering of the market in November corn. There was not the slightest doubt about the violation of the resolution in this corn deal; nevertheless Murray Nelson & Company had to apply to the courts to enjoin Howard Priestley and the Board of Trade from having them suspended from the privileges of the Board for non-payment of differences. It should be remembered that this happened only one month after the adoption of the resolution above referred to. Pork was also run up during 1869 to \$33.25 per bbl. at the close of the year.

CORNERS IN WHICH THE WRITER WAS INTERESTED.

Without having any intention of enumerating here the many corners of the cereals and hog products dealt in on the Board of Trade while I was connected with the institution, I will merely refer to one corner in which I represented some of the defaulters as their attorney. I learned enough at that time to make me feel disgusted at these illegitimate manipulations of the prices of commodities. I have often wondered why some means have not been devised to eliminate this illegitimate feature of dealing in futures. The corner referred to was run by that Prince of the cornerers, Mr. Philip D. Armour, in June and July wheat in 1882. Both of these corners were successful, as far as Mr. Armour was concerned, but rather hard on the shorts, some of whom were represented by Mr. A. M. Wright and some by myself. A committee composed of Mr. P. W. Dater, chairman, T. S. Francis, R. W. Underwood, A. Rankin and O. W. Barrett, was appointed to determine the settling price of June wheat, which had closed on the last day of June at \$1.33½. The committee after a session of several weeks, put the value at \$1.33; but how they arrived at that conclusion has always been a puzzle to me; for it was proven by unassailable evidence that for milling and shipping purposes wheat was not worth more in Chicago in June than \$1.18. And still, strange as it may seem to record, from personal conversation I had with Mr. Armour after the finding of the committee, he was not satisfied with the verdict, but fully expected the committee would put the value at \$1.40.

FORGED TELEGRAM.

One of the most sensational corners in wheat was the Keene corner; Mr. Jim Keene took it into his head to corner the Chicago wheat market. His Chicago agents were J. K. Fisher & Co. The deal progressed finely, and promised a successful ending, when one fine day a telegram was delivered to Archie Fisher, the junior member of the firm, while he was watching the deal in the wheat pit. I stood alongside of him and watched him as he read the telegram. He grew unusually red in the face, indicating intense excitement. In a second after that, he began throwing overboard his wheat in fifty thousand and hundred thousand lots. Of course it took less time than to write this down for the market to go all to pieces. It looked as if pandemonium had broken loose and that the bottom had dropped out of the deal. In less than ten minutes, a second telegram was handed to Archie, the result of which was that he attempted himself and through brokers to buy back the wheat he had thrown overboard. The first telegram, it appeared, was forged

and was a purported order from Keene to sell out all his holdings, while the second was the information that the first telegram had been forged. Of course, the deal turned out to be a disastrous one for Jim Keene.

It has been always thus, that whenever one violates a law that protects the whole community, whether an enacted one or a moral one, there will always be found men whose consciences will not prevent their using every means, whether fair or foul, to get ahead of the transgressor of such enacted or moral law.

The fact is, that out of the scores of corners that have been run on the Chicago Board of Trade but few ended successfully to the manipulators. There was a corner run in wheat in 1873 which netted to a William Nelson some \$200,000. Then the George Phillips corner in corn in 1901 is said to have been successful, but as Mr. Phillips quit the Board very soon after that corner and engaged in the mining business, this fact does not seem to indicate such a big success as the papers spoke of. On the other hand, there were scores of attempted corners that ran amuck and turned out disastrously to their promoters. Take for instance the Harper and the Joseph Leiter wheat deals. Both of them terminated disastrously. The Leiter deal was especially unfortunate for Mr. L. Z. Leiter, the father of Joseph, who was compelled to pay out many millions in

them for "protection" (for some traders declare that they insure the buyer against a loss), but I did make lots of money for my customers in selling them. It is the seller who takes the chances, as all gamblers do, who makes the money.

THE FIRE OF 1871.

Most of the corners referred to were run in the Chamber of Commerce Building in which the Board of Trade held its morning and afternoon sessions after August 15, 1865, the date when it was completed. The great fire of the 8th and 9th of October, 1871, left the Board without any shelter. The ruins of the Chamber of Commerce Building were still hot and smoking when on the 11th of October the board of directors met at 51 South Canal Street, their temporary quarters, and resolved to proceed at once with the rebuilding of the Chamber of Commerce Building. This resolution having been communicated to the directors of the Chamber of Commerce, they readily acquiesced, and promised to have the building ready for occupancy within a year from the date of the fire. This promise was literally fulfilled; for on October 9, 1872, the members of the Board started in procession from their temporary quarters, corner Franklin and Washington Streets, and marched to the new Chamber of Commerce building where they were formally received by the president of the Chamber of Commerce, Mr. Daniel A. Jones. On the platform, be-

knowledge in the field of any of the infections, or indeed of any original problem.

"Mr. Patten's original gift to Northwestern University will be devoted to the establishment of a new chair in the Medical School, to be known as the chair of experimental or research medicine.

"Four recent graduates, when the enthusiasm of college work is fresh upon them, will be induced by a living salary to remain one more year or longer in the laboratory, before engaging in practice. In this way a school of investigation will be established which, in its effects, will work on the problems of the young practitioner after he has once begun private practice. Again, the abler men will be induced to remain in research subjects, and thus may arise a school of men such as we encounter in Germany."

The whole expense of this investigation is to be borne by Mr. Patten.

NEW OFFICES AND FACTORY OF THE UNION IRON WORKS.

The improvements being made this year, in the way of new buildings and equipment, by the Union Iron Works at Broadway, William and Morgan Sts., Decatur, Ills., represent an investment of approximately one hundred thousand dollars. Their plant,



NEW FACTORY AND OFFICES OF THE UNION IRON WORKS, DECATUR, ILLS.

settlement of his son's pastime. The McGeough lard deal in 1883, which was engineered by Ellis & Lightner of the Chicago Board of Trade, was equally a failure. Some recent corners in commodities dealt in on the Board of Trade are said to have been successful, but one can never rely upon such reports, because often successful legitimate trading in grain by commission men is attributed to running a corner.

ONE POSSIBLE REMEDY.

While actively engaged in the grain commission business on the Chicago Board of Trade, and while it fell to me or my firm to buy and sell grain for future delivery as agents for others, I always felt that there was something wrong in the methods governing such transactions. I have always felt, and do so feel now, that if both the seller as well as the buyer would be equally punished for creating fictitious prices for any commodities dealt in on the Board, there would be fewer attempts to corner them. For it is incontrovertible that whenever a corner is run there must be a seller as well as a buyer; and if a seller encourages the buyer to pay him abnormal prices for a commodity, he aids and abets the running of a corner just the same as the buyer does. The recent discussion in our legislature anent this subject points towards the enactment of laws in our state to reach both seller and buyer; and if it should prove successful here, then there is no doubt about its adoption in other states. As to legalizing the trading of "puts and calls" on the Board of Trade, I cannot see how it could in the least benefit the grain trade. I have both bought and sold "puts and calls" for many years, but I do not believe that I ever made a dollar in buying

sides Mr. Jones, president of the Chamber of Commerce, were Mr. J. W. Preston, who had been re-elected president of the Board of Trade, Mayor Joseph Medill, former Mayor Rice, General Sheridan, commanding the Military Department of the Lakes, Judges Drummond and Blodgett of the United States Court, and all the county judges. The building committee consisted of Messrs. John L. Hancock, John C. Wright and Daniel Jones. The latter gentleman, in an appropriate speech, tendered the hall to the Board, while Mr. C. E. Culver, vice-president of the Board, accepted the same. The rental continued to be \$20,000 per annum, while the initiation fee was \$100.

A NOTABLE GIFT.

James A. Patten has added largely to his gifts to the public service, making the amount devoted to the stamping out of the "white plague" tuberculosis something like \$4,000,000, but the foundation has a broader scope than this statement would indicate. Associated with Mr. Patten in his tuberculosis fight will be Dr. Arthur Edwards, dean of the Northwestern University Medical Department.

"Mr. Patten decided to make a contribution to medical research," Dr. Edwards said recently, "and establish a laboratory in this medical school with the idea, originally, of devoting all the energies of the newly founded department to a search for the cure of tuberculosis. It has now occurred to him that in the event of others making an earlier discovery, or in the event of the search proving fruitless, the scope of this department should be widened and that it should include the search for newer

when completed, will be one of the largest in the United States devoted exclusively to the manufacture of grain elevator machinery.

A complete new machine shop, foundry, wood-working department and two large warerooms are being added, increasing their floor space about two and one-half times, and new and up-to-date machinery is being installed in every department.

The Union Iron Works products are so well and favorably known throughout the grain growing sections as to require little comment. The Works are the originators of the cylinder type of corn sheller, which is now found in nearly every elevator throughout the corn belt. For over forty years, this Company has been engaged in the manufacture of grain elevator machinery. During this time they have built up an enviable reputation for high grade goods and fair dealing. Their Western Shellers and Cleaners are found wherever corn is grown, even in Europe, Africa and South America, to which continents export shipments are made every year.

The Works manufacture and handle everything in the way of machinery that goes into a grain elevator, and issue a large descriptive catalogue, which is free to grain dealers.

Decatur is located in the center of the central state of the Union—in the heart of the great Corn Belt and coal fields. It is entered by five railroads and four interurban lines, so that the shipping facilities from this point are unexcelled.

Although Mississippi in 1910 produced about ten million bushels more corn than at any time since the Civil War at least, the supply was still short of the state demand.

[For the "American Elevator and Grain Trade."]
**L. F. MILLER & SONS: THEIR VINDICATION
 AND HISTORY.**

BY EDWARD R. SIEWERS.

The recent trial of the active members of the grain firm of L. F. Miller & Sons, Philadelphia, Pa., on a charge of unlawful rebate discrimination, before the United States District Court in Savannah, Ga., and the dismissal of the case and discharge of Harvey C. Miller and Morris F. Miller by the order of Judge Emory Speer, one of the ablest and most exacting jurists in the South, whose name is prominently associated with the possible position of justice of the Supreme Court of the United States, has for weeks and months been the theme of discussion throughout transportation centers and attracted the attention of the general grain trade in every section of the country, as this firm now ranks as one of the largest, richest, most successful and influential concerns operating in the East.

The phenomenal success of this industrious firm, composed entirely of the members of a single family, having stirred up a feeling of jealousy and envy among some of those who were less fortunate in their conduct of the grain business, a few of the local dealers endeavored to have the Millers investigated and disciplined through the medium of the Commercial Exchange, in which organization the members of the firm hold responsible positions in its management and on its leading committees. But after repeated and fruitless attempts, these annoying interferences failed to develop any tangible results.

During July, 1910, several complaints were lodged with the Interstate Commerce Commission by parties here, charging that the firm of L. F. Miller & Sons, who operated the plant of the Keystone Elevator and Warehouse Company of Philadelphia, were the recipients of unlawful rebates and favoring freight discriminations from the Pennsylvania Railroad Company, which worked to great disadvantage of others engaged in the grain trade. A hearing was finally had in Philadelphia before Commissioner Judson C. Clements, and the outcome is still in abeyance, the evidence adduced being generally regarded as of a weak and unsatisfactory character.

For a while there was a lull in these proceedings, until several of the Ohio River gateway shippers took up the Southern end of the cue and succeeded in having indictments returned by the United States District Court in Savannah, Ga., charging unlawful discrimination in trade rates; and while on business in that city Harvey C. Miller, the head of the firm, was arrested on the charge and required to enter bail in the sum of \$10,000; and Morris F. Miller was later put under bonds while in Philadelphia to answer the same accusation.

At the trial before Judge Speer of the U. S. District Court in Savannah, Ga., the Millers were ably defended by former Attorney-General M. Hampton Todd, of Philadelphia, and associated with him were Counselors Osborne and Lawrence, of Savannah. The strongest point made in the defense of the Millers, who own and control the Southern Steamship Company, was the filing of a demurrer to the charges in the indictment, which, after a long and learned legal argument and motions presented, Judge Emory Speer sustained, the contention being that no shipper could be held responsible for the action of a transporting company that failed to file and publish or post its freight rates according to law and the rules laid down by the Interstate Commerce Commission.

Among the peculiarities that on the surface seemed rather singular and savoring of partiality on the part of the complainants, as revealed by the testimony at this trial, was the fact that out of some eight thousand general shipments which went southward, the firm of L. F. Miller & Sons were charged with but nine cars of grain at the disputed rate, and they were the only shippers who were apprehended or complained against out of all shippers of this large amount of freight that passed over the Merchants and Miners' Transportation Com-

pany in connection with the Atlantic Coast Line and Seaboard Air Line Railroads.

To the Millers it has been a long-drawn-out, costly and trying defense of their business methods and character, and in the final legal proceedings they have won out, and have been vindicated before the world by the decision of a distinguished jurist at the head of one of the highest tribunals in the land. They have been patient and unassuming during the whole period that unjust charges were made against them; and they now realize the force of the old adage that, "All things come to those who wait."

SOME PERSONAL HISTORY.

Harvey C. Miller, the head of the grain firm of L. F. Miller & Sons, was born at Double Pipe Creek, Western Maryland, in 1862. His father, Levi F. Miller, who organized the firm and died in Philadelphia a year ago at an advanced age, was a farmer, and his sons, John E., Harvey C., Morris F. and Roy L. Miller, bringing with them to the city the experience obtained on the old farm, pooled all issues with their father and took charge of the village warehouse and grain elevator, and with their modest earnings and accumulations entered into the

Through this process an extensive Southern trade was acquired, extending as far south as Tampa and Key West, Florida, and not a single dollar's worth of this business was transacted at Philadelphia before the Millers created the trade. Besides that, it never interfered with or infringed upon the regular grain trade of Philadelphia, as it covered a line of territory outside of the local domestic and ordinary channels.

In 1902 a fire destroyed the Germantown Junction Elevator. Then the Pennsylvania Railroad Company purchased the lumber yard site adjoining and a modern plant was erected and equipped; and arising Phoenix-like from the ashes of the old establishment sprung the present busy Keystone Elevator and Warehouse Company.

In Buffalo, N. Y., there was organized in 1903 the Keystone Warehouse Company, which was capitalized at \$600,000, but though operated continuously until 1907, the investment never paid the stockholders. The management, in looking over the wide field of commercial enterprise, after considerable effort persuaded Harvey C. Miller to accept the presidency of the company, and a wonderful change has taken place in the affairs of the company since; for now a 6 per cent dividend is regularly declared; \$100,000 has been added to the reserve fund; and the stock, once below par, is at a good premium and not obtainable. Eighty carloads of grain are handled daily.

During March, 1910, the firm determined to extend their already rapidly growing grain, feed and hay business; and as they were unable to secure prompt and sufficient service for their Southern trade otherwise, the Southern Steamship Company was purchased outright by Harvey C. Miller, and a \$250,000 vessel was added to the fleet of three steamships which now ply regularly between Philadelphia, Charleston, Jacksonville, Key West and Tampa every week, carrying all kinds of freight and merchandise, covering shipments up to 5,000 tons. Harvey C. Miller as the president of the company has brought the enterprise to a prosperous and profitable standard.

But success, but though even hard-earned, oftentimes makes one's business neighbors and rainy day friends not only jealous but extremely envious. It is the selfishness that is born in man, and crops out in childhood when the cries of "cut behind" stings the legs of the little urchin as the farmer applies the whiplash to the one who is clinging to the tailboard of the wagon, which is sweet revenge for the boys who "got left." It's an old story that the remarkable prosperity following in the trade wake of L. F. Miller & Sons stimulated many jealousies among the grain men competing, and particularly among those who were struggling; and annoyances were hatched to seriously interfere with their business, but, as the sequel shows, as Bobby Burns wrote it,

"The best laid plans of mice and men,
 Gang aft aglee."

The prosperity of the millionaire grain firm of L. F. Miller & Sons has depended largely upon the principles involved in the parting advice that the father gave to his sons, when he severed a single sagot in their presence, and then placing the sticks together, proved their unbreakableness, thus impressing upon his boys the idea that "in union there is strength."

Starting in life as a farmer lad, at the very bottom round of the ladder, and now but 49 years old, it can be truthfully said of Harvey C. Miller, the head and front of the well-known grain firm of L. F. Miller & Sons, who has reached nearly the top notch of a remarkable business career and is favorably known and sought after in the highest and most influential commercial circles, as it was proclaimed in the proverbs of King Solomon, the wisest man of the ages, nearly 3,000 years ago—

"See'st thou a man diligent in his business? he shall stand before kings; he shall not stand before mean men."

And to the brotherhood that completes the firm, the moral that follows the fable of Æsop, the sage of Athens, in his "Jupiter and the Waggoner," just at this time seems particularly applicable—"Heaven helps those who help themselves."



HARVEY C. MILLER.

grain, feed and hay business under the title of L. F. Miller & Sons, determined to succeed, if frugality, industry and perseverance could permit.

In 1892 they came to Philadelphia and engaged in business on North Broad Street, beginning operations at the plant of the Germantown Junction Elevator and Warehouse Company, the Millers and an office boy at \$2.50 a week comprising the entire outfit of the concern. They were discouragingly informed that they were the fifth set of individuals that had endeavored to "make good" at this stand. Nothing daunted, however, they worked together with a will, early and late, summer and winter, cutting out holidays and vacations, and to their surprise, during the first six months, by the greatest efforts, handled nineteen carloads of grain, hay and feed—about three cars a month. But by this day and date the business has grown to one thousand cars per month, or twelve thousand cars a year, and bigger cars, too, than the old ones, by far.

In 1894 the firm joined the Commercial Exchange; and two years later it was decided to embark into the industry of treating and drying off-grade and damp grain, so as to make it marketable; and a complete plant was equipped with all of the necessary machinery and facilities to carry out the undertaking, which was the first of its kind in Philadelphia. It proved a success from the beginning and a boon to local farmers and grain shippers of the West and Middle States; and now thousands of cars of such grain are received by the firm, a class of grain which was before that time unsalable in this city. This system proved a great benefit to the farmers, a vital matter to large shippers, and a very attractive feature to the grain trade in general.

[For the "American Elevator and Grain Trade."]
SELLER OF GRAIN CONCLUDED BY THE SETTLEMENT ON BUYER'S WEIGHTS.

BY J. L. ROSENBURGER,
Member of Bar of Cook County.

A farmer entered into a written contract with a milling company to sell and deliver to it his entire crop of spring club wheat raised during that year, except a sufficient amount to be retained for seed for the following year. Upon the delivery of each lot it was weighed by the company's agent in the presence of the farmer or his teamster; triplicate scale tickets or receipts showing the weight were made out, one for the farmer and the others for use by the company in keeping its accounts. When the last delivery was made, the farmer presented to the manager of the milling company his receipts, and demanded payment of the amount due. The receipts showed a delivery of 2,603½ bushels in all; and, assuming the weights to be correct, the check, which was for \$504.82, represented the correct balance due.

But the farmer afterwards concluded that the amount shown by the receipts to have been delivered was incorrect and erroneous; that, in fact, he had actually delivered 3,463 instead of 2,603½ bushels; and he sued the company for the additional amount he believed to be due him.

In stating the law of the case, the Supreme Court of Montana says (Johnson vs. Gallatin Valley Milling Co., 98 Pacific Reporter, 883) that a definition of what constitutes an "account stated" was not necessary to a decision of the questions here presented. The court thinks, however, that the result was an account stated, within the rule of its decisions.

The rules of the law applicable to such cases as the present, wherein one of the parties seeks to avoid the settlement and reopen the account, are simple and of easy application. The balance ascertained from a statement of accounts was formerly held to be the result of so deliberate an act by the parties as to preclude an examination into the items for the purpose of correcting errors or mistakes; but this rule has been so far relaxed that, while the promise to pay the ascertained balance is in effect a new promise, the settlement being regarded as the consideration for it, the settlement does not create an estoppel but furnishes a strong *prima facie* presumption that the result is correct. The result, however, is none the less a contract; and the burden is cast upon the party seeking to avoid it and open up to investigation the antecedent dealings between the parties to allege in his pleadings the error, fraud or mistake on which he relies and to establish it by clear and satisfactory evidence. Unless this burden is assumed and sustained by the adverse party, the settlement is conclusive.

The party who claims that he should not be bound by his engagements may not avoid them except upon appropriate allegations setting forth the facts showing the fraud or mistake upon which he relies and supporting his allegations by evidence sufficiently substantial and definite to overcome the *prima facie* case made against him by the admission that he made the engagements. If, at the time of stating the account and making the settlement, the adverse party knew of the error, mistake or fraud upon which he relies, or, with ample means of knowledge at hand, he failed to take advantage of such means of knowledge, there is still less reason that the account should be reopened, and it will not be permitted except upon proof of fraud or imposition.

Applying these rules to the evidence presented in this case, the court is constrained to hold that it did not justify the findings of the District Court in favor of the plaintiff. Counsel frankly stated during the argument that they did not allege or insist that the evidence established fraud on the part of the defendant. They rested their argument in support of the findings solely upon the evidence which, they insisted, tended to show inaccuracy in the scales used by the defendant's agent in weighing the wheat as it was delivered.

It was apparent from this evidence, the court

thinks, that the plaintiff failed to meet the burden cast upon him by the rules of law applicable. The only evidence offered of any substantial value, tending to show that the plaintiff was not paid for all the wheat actually delivered, after allowing for shrinkage, was the thresher measurement. The bin measurement was of little value or of no corroborative force, because it was not based upon actual measurement of the space filled by the wheat, but upon the measurement of two of its dimensions and the plaintiff's recollection, after the expiration of a year's time, of the other. The county scale weight of the last lot delivered was of no value for purposes of comparison. Even if the weights of all the separate lots had been taken in the same way, in the absence of some evidence tending to show that they had been correctly taken, the court was left to guess whether or not such was the case.

There was also some question as to the correctness of the machine measurement, for the scale was shown to have been out of order on a previous occasion to such an extent as to make a substantial overmeasurement; and although it appeared to have been adjusted, yet, even so, owing to irregularity in the running of the machine, it would at times give overweight to a substantial degree. There was no

A BUSY TEXAS ELEVATOR.

The vast grain production of Texas is to be accounted for, of course, on the score of the great size of the state itself; but the northern-central part of the state has the credit for a disproportionately large share of the general total. That part of the state is, therefore, rich in grain elevators and mills and does the lion's share of the shipping and milling business.

The illustration is a picture of a modern house at a typical grain market of northern-central Texas, the elevator, to-wit, of the Denison Mill and Grain Co., at Denison, a company that besides this property and its mill at Denison operates also ear-corn elevators at Brown, Hickory, Kenefick, Mannsville, Mill Creek, Ravia, Woodville, Milburn, Fitzhugh, all in Oklahoma, and elevators and corn mills at Stratford and Roff, Okla.

The house of the picture has storage capacity for 125,000 bushels, in addition to which are facilities for shelling 3,000 bushels of corn and making 4,000 bushels of chop daily, full run. The machinery is all run by electric motors (seven being in use), except the shuck baler, which is run by gasoline engine.

The car-handling capacity is ten per day; and, as



ELEVATOR AND MILL OF THE DENISON MILL AND GRAIN CO., DENISON, TEXAS.

evidence introduced tending to exclude the idea that there were not other causes of loss to the plaintiff, after making all due allowance for natural shrinkage because of moisture and from cleaning. Weighing this evidence against the evidence of the persons in charge of the defendant's scales, the court does not think error or mistake was made to appear with sufficient clearness to justify a reopening of the account; but, assuming that the evidence was sufficient to establish substantial error in the weights furnished by the defendant's agent, the settlement was made and the account receipted with full knowledge on the part of the plaintiff of all the facts submitted at the trial. There was no evidence that he was misled by any statement made as to any of them by any of the defendant's agents. Under the circumstances, he should be held to have waived the claim which he here asserted against the defendant.

Oregon farmers have made contracts for 1,000,000 grain bags at 6½c. each.

The statistician is forced to admit that in abundant corn years attended with low values corn is apt to retain a large portion of the natural advance that results when marketings become light in April and May. 1910 was a bear year and yet September corn, after declining 4 cents on the liberal after-plauting run, recovered its loss in June. Below 48 for May and 49 to 50 for the later months, corn pressure on the 1910 three billion crop was practically at a standstill. The 50-cent level was the fighting level. There is much to indicate that 55c may be the new battle ground.—E. W. Wagner.

will be seen by reference to the picture, all are loaded or unloaded in the center of the elevator.

The Denison Mill and Grain Co., corn millers and shippers of grain, hay and feedstuffs, is capitalized for \$60,000, and is officered by J. B. McDougall, president; W. L. Hutcheson, vice-president and general manager; Turner Wilson, vice-president, and C. M. King, secretary-treasurer.

BROOM CORN IN ILLINOIS.

When the broom corn growers of Coles County, Ill., told the brokers they would not grow brush unless guaranteed \$120 per ton for it in advance of planting, W. M. Checkley of Mattoon, a prominent broker to whom this proposition was referred, replied:

"If you can not raise broom corn for less than \$120 per ton, you would better quit; because the farmers in Kansas and Oklahoma can raise it for less than \$100 the ton. They will continue to raise brush, as they did last summer, because it is the only thing that will grow successfully in sandy, loose soil. Wheat blows away, but broom corn seed stays in the ground long enough to take root."

"Kansas and Oklahoma produce as good broom corn and brush as Illinois ever did, and Illinois has had the reputation of producing the aristocratic brooms of the world. The land in those states can be bought for about one-quarter of the value of Illinois land. Labor is cheaper and market conditions are becoming equally good."

"The Southwest raised as much broom corn as Illinois did last year. The result is unique. For

the first time in the history of this kind of farming, the entire crop is unsold, and it is not in demand. Illinois farmers received from \$150 to \$250 per ton for brush in 1909. This started the Southwestern farmer to raising broom corn and he has been so successful that the Illinois farmers and much of their 1910 crop left on hand, with prices varying from \$60 to \$100 per ton, and it cost them more than that to produce it. In my opinion, Illinois must cease to raise broom corn, for it will no longer pay."

Coles County produced 30,000 tons of broom corn in 1910, and nearly 10,000 tons remain unmarketed. The indications are that this year the Coles County output will be less than 10,000 tons.

THE UNITED STATES GRAIN CLEANER.

The cry for "cleaner wheat, higher grades and more money for our grain," has caused the B. S. Constant Co. of Bloomington, Ill., to study the needs of the grain dealer along this particular line.

After a year's trial on all conditions of corn, oats and wheat they do not hesitate to offer the results of their work, the United States Grain Cleaner, to the most particular operators with full assurance that the cleaner will be satisfactory in every respect.

The accompanying cut shows the Double Cleaner

in a sheet iron blank which is furnished with each machine.

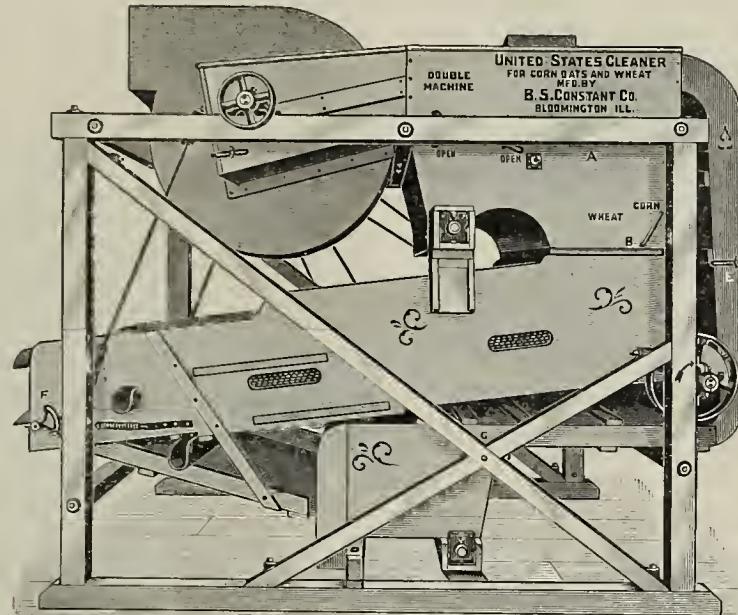
To clean wheat, simply throw the valve to the word "wheat," open to valve F, so the sticks and straws can escape to the cob spout, and adjust the air; then turn on the wheat which falls through the air onto the wheat screen and on the seed screen and through the second current of air to the exit. This center exit for the cleaned grain makes it very convenient to spout in all directions and is a big advantage.

The eccentric are so constructed, balanced and arranged on the shoe of the machine that the vibration is reduced to the minimum. This improvement covers two of the complaints, as the machine is only bolted to the floor to keep it in place and blocked against the pull of the drive belt, no bracing necessary as the eccentric, which run at a slow speed, also run cool and steadily.

Lack of space forbids more details, but same will be cheerfully furnished by the B. S. Constant Co., of Bloomington, Ill.

INSPECTION IN KANSAS.

The Kansas grain shippers have retained counsel to represent them in an action that has been commenced by the state of Kansas to compel the pay-



THE UNITED STATES GRAIN CLEANER.

which has a corn and oats finger screen which cannot sag, a stationary wheat screen and two fine perforated screens—one under the corn screen to take out the meal and fine stuff and one under the wheat screen to remove the seeds and so forth.

It also has an extra conveyor for the wheat screenings. There is no complicated hopper to build over this cleaner. It is only necessary to spout the corn and cob to the receiving spout in the cleaner and it is spread the full width of the screen by the automatic spreader. As the corn and cob drop onto the finger screen, the first current of air takes all the dust and light shucks, straws and so forth directly to the fan, making the machine dustless.

The corn falls through the finger screen and the cob and shucks pass down the screen over a set of rods, which, with the new tossing movement, turns the cobs and shucks over, causing the corn to drop out of the shucks and through the screen instead of being carried over and into the cob spout; therefore, all the corn is saved which stills the cry of "lost corn."

After the corn drops through the finger screen it falls onto a perforated screen for removing all the meal and small pieces of cracked corn. Then it falls into another strong current of air which takes the screenings to the conveyor box and the remaining foreign material to the fan instead of the car which spoils the grade. This answers the call for "higher grades" and "more money for our grain." With the screenings saved there is another source of income.

The good grain drops out through the last air flue into the receiving hopper. For coarse cleaning it is necessary to remove the perforated screen and put

ment of the inspection fees called for by the new state law. Acting on the recommendation of Sec'y Smiley of the Kansas Association, who, of course, acted on the advice of counsel, Kansas shippers have been consigning their grain to receivers in Kansas City, Mo., "to be sold by sample," on the supposition that this would make interstate commerce and take the grain from under the jurisdiction of the state of Kansas, although the elevators handling the grain itself are in Kansas.

The action of the state will be against the elevators in Kansas City, Kan., to compel them to pay the legal fees for inspection and weighing, while the dealers will be interested as interveners, being of course, the parties upon whom the fees actually fall. The defendant elevators sued are the Maple Leaf, Santa Fe, Terminal, Rock Island and Memphis, all in Kansas; and the railroads, the Santa Fe, Rock Island, U. P., M. P., Frisco, M., K. & T., C. G. W. and C. N.-W.

The real complaint in Kansas is not so much the increase in the cost of inspection and weighing (roughly, 40%), but that the inspection itself is "no good." "There is a great question at present," writes C. B. Hoffman of Enterprise to Chief Inspector Gordon, "whether the shippers of Kansas are getting a fair deal in the way of inspections. We believe that the Kansas state inspection department was primarily organized to take care of the shippers of the state; to inspect grain, reporting the same to the shippers or their agents so that the buyer could not report as shipped a less grade than really was shipped; but, we are sorry to state that during the last two or three years, instead of the inspection de-

partment looking after the shippers' interests by giving them 'the benefit of the doubt,' if there was a doubt, in every instance that has come to my knowledge they have graded the grain as low as possible. . . .

"If I were asked the question how much money the Kansas state inspection department has cost the elevator men of the state of Kansas in the last three years, I would be forced to make my estimate at from one-half to one million dollars; hence you will see that the \$66,664.83 which your inspection department has lost in the last four years is really insignificant.

"During the grain dealers' convention at Kansas City I talked to a great many grain dealers; and with the exception of but one, I find that they are very much dissatisfied with the inspection department, all of these stating practically the same as I have stated above. For your information will state that this one gentleman that did not agree with us was a terminal elevator man situated in Kansas. . . .

"You take a shot at Secretary Smiley. I believe it was entirely uncalled for. I have talked to Mr. Smiley personally concerning the Kansas state inspection department and have found him to be very fair in all of his statements concerning the department. . . .

"Again, as to the charges for inspection, will state I am perfectly willing to pay you 60 cents a car, or would be willing to make it a dollar a car, or go to the extremes and make it two dollars a car, providing you will give the proper grades on the wheat we ship to Kansas City. This has not been done, and it has cost the company I am in, this season, no less than \$8,000 to \$10,000."

WEIGHTS IN UNITED KINGDOM.

A correspondent of the "Corn Trade News" urges the great desirability of the corn trade associations of the United Kingdom adopting one common denominator as the unit of weight under which all transactions in grain and grain products shall be recorded. "For the sake of our good name as business men, it is time that we left behind, albeit with reluctance from the standpoint of sentiment, the archaic weights and measures which now add so much confusion to the grain trade.

"Take, for instance," he says, "the daily paper reporting the trade at various markets every day, and you will find that, on the same day, wheat or other grain is sold variously at so much per boll, per bag, per sack, per bushel and per quarter. Not only so, but the sack and the quarter vary in themselves, and even on the same market it is possible to find that a quarter of wheat represents, to different minds, such divers quantities as 480 lbs., 496 lbs., 492 lbs., 500 lbs., 504 lbs. and 520 lbs.

"Another vile instance of this confusion is to be found in Rangoon millet or dari. One man will offer it to you at so much per ton, gross weight. Before you have done speaking to him, another man will want you to quote him, assuming that, by means of some mental gymnastics, you will know at once that he wishes you to quote him so much per 400 lbs., net weight, bags extra, less 1 per cent.; while a third customer will expect you to offer him the stuff per quarter of 480 lbs. All this may, and does, actually take place within five minutes on one corn exchange; and the illustration applies not only to wheat, or dari, but to oats, beans, maize and other grains.

"For these reasons, if reasons they be," he concludes, "we are cumbered daily with central tables to assist our flagging brains, whereas a little common sense and organization could save us from all this needless trouble."

Although Pres. Barrett of the Inland Grain Growers' Association recommended the early purchase of grain bags by Washington and Oregon farmers, when the Washington prison authorities had bags to sell only four counties in the state applied for their proportion of the supply, the price (6.2c) being 0.2c higher than the private dealers' price,

[For the "American Elevator and Grain Trade."]

THE GRAIN TRADE OF THE PAST.

V.

BY DANIEL McALLISTER.

In a former letter I mentioned the eccentricities of some farmers I had met in a business way. My purpose now is to tell about peculiarities discovered in my years of experience with the dealers, those who come in contact with the farmers in disposing of their products. I met a friend not long ago, a business man, past middle-age, perhaps, and asked him in an off-hand way, "How is your business?" "Good," said he; "too good. You may think it strange, what I say," continued he, "but it is absolutely too good; I am thinking of closing it out."

Then he drew a little nearer to me, and continued, "I have been at it here for twenty-five years, and my wife with me, since our marriage twenty years ago, every day, and sometimes late into the night—for what? We have accumulated property, it is true; and we have a fine stock of goods, as you can see, but we have no children and scarcely a place to call 'Home' outside of these four walls. Why should I go blindly on to pile up money that I can not use? I have enough to live upon; I'm going to go and open up a Home."

These words of his sent my thoughts back to the beginning of my own career. I had two young friends who later on became competitors of mine in business. They were as unlike as day is to the night. They both had ample means; their fathers left them rich; and both made money from the start. One of them worked in working hours, then quit. The other never quit. They later both had families. One drove a "spanking team" and took them out in princely style of evenings when the summer sun was going down. The other "plugged away" on his accounts, and walked back home to bed. One was a leader and a ruler in a social way; the other shunned the parlor as he would a plague. One lived and spent his earnings as he went along; the other hugged his money till the last, so trained in the thought of saving it that when the barber came to shave him on his dying bed he chafed because he charged him double pay.

I'm thinking of another case just now. Perhaps I'd better mention it also; for it is of one who flourished in your own Chicago years ago and grew from almost nothing into greatness there. The case is not quite parallel, it is true, but still it goes to show that those best fitted to the counting house and the gathering of wealth are not the ones best fitted for the social state.

I had been dealing with the gentleman in question many years and liked his methods well. Later I visited his place and asked to see himself, for we had never met. The place was dingy at the time, to say the least; and from behind a plain old railing and a crowded desk came forth the man—a little under-sized, I think, upon a crutch, and with a "trumpet" to his ear. There must have been there with him twenty clerks in view, all hard at work for him, and as I stood and spoke to him, for he was busy, the thought came to me, "Ah, and this is greatness." He came to see me at my place of business afterwards; and in waiting for the train he had an hour to talk. He was a "World Power" in his line of trade—could have put "a corner" on the world in his commodity if he had wished—maybe he did, too—and his judgment was so good that he could look ahead and plan a crop to save the corner with. His check alone, without a bond, would have brought a hundred thousand dollars anywhere, and his simple statement stand, perhaps, against the affidavits of a score. He could maintain the finest kind of summer residence, and call in friends to make it gay; but he could neither dance nor hear, and consequently could not entertain except by proxy. His pleasure was in business and in accumulating wealth. Most men enjoy the work, regardless of their needs; and yet philosophy holds up the questions always. "Why?" "What for?"

If I were to moralize upon the subject, I might say: "Don't become so much attached to money that you can not part with it without distress; nor yet distress yourselves to get more of it than you

need." There is an old Latin proverb which says: "Dum vivimus, vivamus;" that is, "While we live, let us live." How many of those who read this will say to himself, "That's so; I have been working just a little too hard; I am going to give more time to my home hereafter, and to my family?"

One of our competitors in business years ago was a brusque old money-getting, jolly, self-reliant Irishman. He was much older than I and wealthy, but he seemed to lean just a little bit towards me as a friend, and I rather liked him. Individuality was strongly marked upon his character, so that many of his sayings were pointed and unique. One of his most familiar expressions, whenever an acquaintance entered his place, was: "Come in and tell us about your good deeds; that'll not take you long." I attended a banquet with him one evening, about the time referred to, whereat there were a number of set speeches delivered; and a few "five minutes talks" afterwards by the plainer business persons who were there. One of the latter speakers, after consuming all the time allotted to him in talking of himself, said: "I regret my time will not allow me to continue, for there are many other things I'd like to say to you." My distinguished competitor, sitting next to me, turned towards me and said: "That was a fine little speech, and so charitable. He never said an evil word about the man he told us of." I have thought of his laconic words quite often, since, and wondered, "Where does proper information cease and egotism start?"

The things we really know, you understand, are those we have experienced; and sometimes they are known to only one besides ourselves—to one who dares not mention them by reason of guilt. For instance, the one who offers a bribe never tells of the matter, whether he succeeds or fails. The one who has a bribe offered to him and accepts it never tells about it, either. That one alone who had it offered to him and had the moral courage to refuse it may tell of it. Is he to be accused of egotism if he does? I hardly think he should be. If bribery is bad, it ought to be exposed—held up as odious—before the world. This no one else can do but he who knows of it; for hearsay never counts in evidence.

I'm going to name a case or two; but, first, I'll tell a little incident. I name the incident because we are in the habit of thinking ourselves immune from faults we see in others; chiefly so, because we never have been put to the test—have never tried ourselves. When I was twenty-three years of age I was Market-master here in Columbus, Ohio, and had some little authority. On my way home one morning, about 10 o'clock, after ringing the bell for the market to close, I saw a market-man with a little bench and some nice looking berries upon it preparing to pack up and go home. In reply to my question he said they were worth fifteen cents a quart; and I had him put two quarts in paper funnels for me. When I offered him the pay, he held up his hand, with the palm towards me, saying: "Never mind that; these are a present, I want you to know the kind of goods I sell." I was not intimately acquainted with the man; and consequently wondered at his generosity, but the thought of bribery never entered my mind. I learned afterwards though that having taken up his "stand" there at the gas post, on the outside corner of the two streets, he thought the best way to retain it would be to "stand-in" with the Market-master, and that the gift was in the nature of a "bribe." If I had thought of it, at the time, would I have been justified in refusing?

The case suggests a question, "Where does neighborly propriety end and corruption begin?" Now, as to the case in question and its connection with business. When I started out for myself, one of my first acts was to put in a pair of out-door wagon scales in the street, on which to weigh for the public as well as for myself. I had not been using the scales a week when the grating rasp of the briber was thrust into my ears; and again and again, by men, too, I should never have suspected but that I myself saw and heard it, in their actions and from their lips. Corrupt men, I am pleased to judge,

are not in the majority; but the bribe-giver, he is among us; he is everywhere; he is for hire, wherever there are poor, weak, vulnerable men to prey upon.

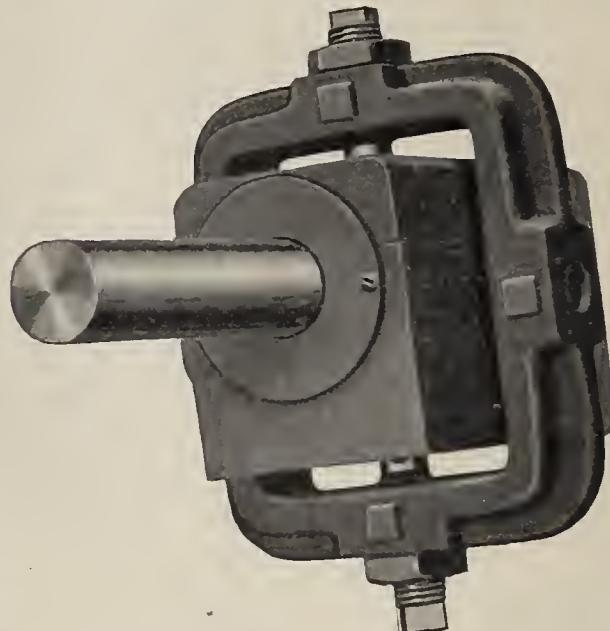
I had some political power at one time in my life—patronage that I might bestow. I saw the power of money tested, too, in most disgusting form, but (here comes "egotism") let me change to something else—from politics to business.

We had, at the time I am going to speak about, a sale of forty cars or so of corn; delivery time not far away, and cars by no means plentiful. I saw the "yard-man" at his post there every morning; saw the empty cars there, too, but couldn't get "a wan." Our neighbors got the cars, and shipped corn every day. The price was "bribery." Well, our neighbor is dead; and the yard-man is dead. I stood beside this yard-man's tombstone recently. I read between the lines some words the sculptor failed to chisel there. What do you think they were?

(TO BE CONTINUED.)

THE AMERICAN SPECIAL BEARING.

"Built like a motor" is the claim made for the American Special Chopper, and a glance at the cut of the bearing shows the care with which this part is constructed. Its capacity for lubricant is about two quarts; and for lifting this oil from the reservoir and depositing it on the shaft there are two large bronze rings, designed to absolutely insure against possibility of the rings becoming stalled,



THE AMERICAN SPECIAL CHOPPER BEARING.

even during the coldest weather, and overcome the serious detriment to bearings, said to result where steel chains or steel rings are used, as the wearing of the steel from the rings, or the chain, it is said, loads the frictional surface with oil deposit; while on the other hand, should the bronze ring wear and cause deposit on the frictional surface, it will be beneficial to the frictional surface instead of detriment.

The bearing is designed to be perfectly dust-proof and at the same time keep the oil in the reservoir from leaking out or evaporating; and when it is desirable to renew the oil in the reservoir, all that is required is the unscrewing of the two plugs from the bottom of the reservoir, whereby it is completely drained; and, in refilling the reservoir, it is not necessary to disturb the bearing in any way whatever.

Only the highest grade hammered steel shafting, accurately ground, is used in the American Special, and as much care is taken in the entire construction work as is taken in the building of motors, generators or other high-grade, high-speed machinery.

The advertisement in another portion of this paper contains a very clear representation of the American Special as it appears without feed-shoe attached to frame. The builders, the American Machinery Company, Port Huron, Michigan, would be pleased to mail descriptive catalog of the grinder, or to ship the machine to any responsible grain dealer or miller for operation, so that he can decide for him-

self whether the American Special Chopper is all that it is claimed to be.

[From Farmers' Bulletin 436.]

WINTER OATS IN THE SOUTH.

BY C. W. WARBURTON.*

The production of winter oats is more or less practicable throughout the sections usually known as the South Atlantic and South Central states, which, for convenience, will be referred to in this publication as the Southern states, although they include some to which that term is not usually applied. In these states the production of oats averaged a little more than 74,000,000 bushels for the ten years 1900-1909. The Bureau of Statistics of the Department of Agriculture does not report the acreage of winter and spring oats separately, so it is impossible to estimate the proportion of the two crops. The annual production in the United States for this period averaged 870,000,000 bushels, so that about 8.5 per cent of the crop was produced in the South. During these ten years the average area devoted to oats in the United States was nearly 30,000,000 acres, of which 3,400,000 acres, or about 11.5 per cent, were in the South. The average yield to the acre was only 21.8 bushels, as compared with 29.5 bushels for the entire country, which shows why the South produced only 8.5 per cent of the crop on 11.5 per cent of the area. Owing to the high price per bushel, 46.4 cents, as compared with 35.5 cents for the entire United States, the acre value, \$10.09, was little less than that for the entire country, \$10.26.

The acreage, production and value of oats per acre in each of the Southern states for the ten years 1900-1909 are shown in the table, to wit:

State.	Acreage. Acres.	Yield per acre.	Pro- duction. Bushels.	Value per acre on Dec. 1. Bushels.
Delaware	5,554	25.3	134,244	\$10.96
Maryland	38,778	25.1	961,902	10.32
Virginia	209,237	17.6	3,598,184	7.93
West Virginia.....	94,735	22.1	2,082,669	9.91
North Carolina.....	226,458	14.8	3,325,908	8.00
South Carolina.....	209,312	17.1	3,564,592	10.75
Georgia	291,986	15.3	4,500,511	9.33
Florida	31,196	13.5	421,248	8.82
Alabama	225,032	15.6	3,509,503	9.05
Mississippi	116,685	16.7	1,914,119	9.38
Kentucky	239,696	21.0	5,053,044	8.60
Tennessee	188,094	19.4	3,588,663	8.54
Arkansas	215,173	20.0	4,278,428	9.34
Louisiana	31,042	16.9	523,677	8.65
Oklahoma	480,303	29.4	13,872,095	10.58
Texas	798,442	27.8	22,712,303	12.71
Av. for total area..	3,401,623	21.8	74,041,090	\$10.09

The table shows that Texas and Oklahoma were the leading states in acreage, production, total value and in yield to the acre. These two states produced nearly as many bushels of oats as all the other states together.

The price per bushel was high in most of the states, ranging from 38 to 45 cents in the northern portion of the area and from 50 to 65 cents in the southern part. In some of the states where the yield fell below 20 bushels the acre value was as high as in some of the Northern states where the average yield was 30 bushels to the acre.

Oats in the South, in spite of the low average yield, brought the planters more money per acre than wheat (\$10.09 for oats and \$9.70 for wheat) and nearly as much as corn (\$11.02); yet the corn acreage was usually ten to twelve times that of oats. In four of the states, Alabama, Mississippi, Florida and Louisiana, the oats acreage exceeded the wheat acreage, while in Georgia and Arkansas it was but little smaller. In Texas, Oklahoma, Delaware, Maryland, and South Carolina the acre value was more than \$10. In South Carolina, Georgia, Oklahoma and Texas the acre value was greater than that of either wheat or corn; it was greater than that of corn in Florida and greater than that of wheat in Arkansas. No figures were reported for wheat in Florida and Louisiana.

SECTIONS WHERE WINTER OATS CAN BE GROWN.

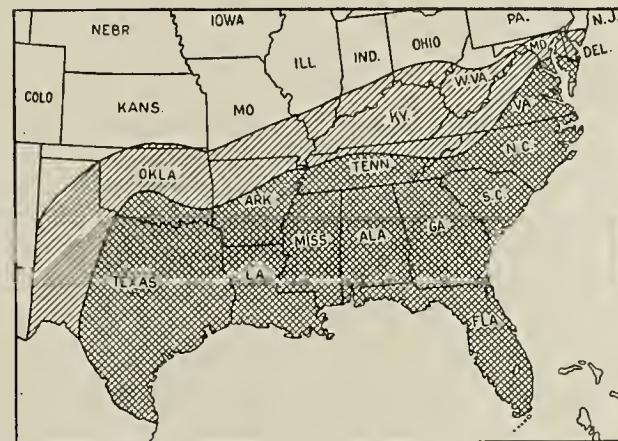
No definite limits can be drawn marking the

*The facts in this article are a brief summary of certain parts only of the Bulletin named in the caption, which covers the topic from a statistical as well as from the technical point of view. Varieties are described, and full instructions given for the cultivation of the crop, etc.

†The figures for Oklahoma are for nine years, 1901-1909, inclusive, and include Indian Territory previous to its admission as a State.

sections where winter oats can or can not be grown. The variety, the method of preparation, the time and manner of seeding, the kind of land on which the crop is grown, and the climatic conditions of the particular section must all be taken into account. Varieties of the Winter Turf type can be grown in colder sections than those of the Red Rust-proof type (the two main types sown). Oats sown early in drills or furrows on well-prepared land often survive the winter in the same locality where those sown under less favorable conditions winter-kill. Winter oats may be successfully grown in a particular section for several years; a season may then come when the crop will be entirely destroyed by cold or other unfavorable conditions.

The accompanying map shows approximately the sections in which winter oats can be grown with a reasonable degree of success. The crop is recommended for South Carolina, Georgia, Alabama, Florida, Mississippi, and Louisiana; Virginia and North Carolina, except the highest mountain sections; the lower portions of Maryland, Tennessee and Arkansas; and for eastern, central, and southern Texas. It is worthy of trial in southern Dela-



WINTER OATS MAP.

Southeastern portion of the United States, showing area to which winter oats are adapted. The heavily shaded portion shows the section where they are a comparatively sure crop; the section where they are worthy of trial is shown by lighter shading.

ware, in favorable locations in West Virginia and Kentucky, in northern Arkansas, and in Oklahoma and the portions of Texas not previously mentioned. Winter oats are also grown to a limited extent in Utah, Oregon, and Washington. In California and in some portions of Arizona and New Mexico oats are sown in the late fall or early winter. Winter oats have also been grown with success experimentally in Connecticut, Ohio, and southern Michigan, but can not yet be recommended for these or similar localities. It is probable that the winter-oat area will gradually extend northward, but the spring-sown crop is not likely to be displaced in the corn belt.

COTTON B/L FORGERS CONVICTED.

The members of the defunct firm of Steele-Miller & Co., of Aberdeen, Miss., have been found guilty in a U. S. Court of "conspiracy to defraud through the mails." These men, for more than two years, had uttered over \$3,000,000 (some authorities say \$7,000,000) of fraudulent bills of lading for cotton, whose circulation involved railroads, steamship lines, and bankers and brokers on both sides of the Atlantic. Their method of operation was to forge the railroad agents' names to bills and sell them through a New York broker.

L. C. Steele testified (using a summary of his testimony appearing in the "Traffic World and Traffic Bulletin") that he first heard of the accommodation bill of lading in January, 1909, when Mr. J. Miller told him that the Knight-Yancey people used them, and that for Steele-Miller to use them would save interest and make the firm money; further, that Mr. Miller had said that Mr. Knight had had the right to sign the accommodation bills. Later his suspicions became aroused and in July, Mr. Miller, he averred, admitted that the firm had a great many of the forged bills out and no cotton back of them. He denied that he himself had ever

signed any of the forged bills, but explained his acquiescence in the fraud by saying that the firm hoped thereby to protect the banks and their friends. He said the money obtained on the fraudulent bills had been put into cotton and that it was part of his duty to sort out the genuine from the fraudulent bills, the latter being turned over to Miller. He testified that a bogus bill would be filled out for 200 or 300 bales of cotton, the name of the railroad agent forged to it; that bogus insurance certificates covering the fictitious cotton would also be made out; that a foreign draft would then be drawn; that F. Van Gerpen, the New York broker, would be drawn upon by local draft and that when the latter received the bogus bills, thinking they were genuine, he (Van Gerpen) would attach them to the foreign draft and sell the draft to the New York banks.

It was this scandal, growing out of the unbusiness-like railroad practice in the South of issuing "accommodation bills of lading," (representing cotton on the plantation, or supposed to be there, to be shipped later at the owner's convenience) that has put in jeopardy the old time practice of the banks of making advances on B/L for grain and other cash commodities. The scandal was also the motif of the Stevens bill, which Congress has dabbled with inexcusably long. One of the parties to the fraud was sentenced to seven years' imprisonment and to pay a fine of \$10,000, but his associates, having contributed to this conviction, were given somewhat lesser but still severe penalties.

But as the convictions do not change the system of issuing bills of lading, and as a Congress more interested in the details of personal politics than in the service of the country which the members were elected to perform, has thus far neglected, if not refused, to change the system by law, the financial interests handling bills of lading in New York have adopted their own method for preventing similar losses in the future. This method is described by a New York authority as follows:

A central office will register genuine bills of lading, and no others will be traded in. It is not agreeable to admit that foreign buyers have reason even now to suggest that other bills than those registered may get afloat. Last season there was a plan for validation of bills of lading by the railways themselves; and it has been found necessary to have an independent body of revision, because the old habits were too strong to be broken up.

It is easy to understand the persistence of foreign buyers in this matter. Such bills are the basis of their deposit currency and bank credit system. If they were to allow bills of lading to be issued when no goods were received, or if they were to allow bills of lading to be issued several times on the same goods, they would be unable to maintain a system of currency and credit which assures them a lower money rate than ours, and gives them the leadership in world finance which we abandon. They have no use for a central registry office of commercial documents among themselves, because they find profit and convenience in greater stringency regarding the original issue, and greater responsibility at each change of ownership, each holder being guarantor in turn. Our commercial documents get more doubtful at each remove. Theirs get more incontestable with each indorsement. They are willing enough to acquiesce in our adoption of any method which retains us our position of inferiority both in the world's trade and in our domestic currency. Bills of lading like these never could be an acceptable basis for an asset currency.

The central registry office may suffice for the present, but the time must come when all considerations of convenience and trade custom must be succeeded by a greater sense of responsibility among our merchants and bankers and must be reinforced by better laws and a more rigid enforcement of our laws. Bankers might adopt a custom of declining to deal in any commercial documents which they could not guarantee. All concerned might give preference to traders of known conservatism and solidity. These steps are necessary if we ever are to have bills drawn upon New York as now they are upon London. It will be perceived that this is a larger question than merely paying penance for the fraudulent issue of a few cotton bills. It is at root a question of the integrity of our commercial methods and of laying the foundations of a currency and credit system integral with the world's.

It needs no occult ability to read between the lines to see that the criticism of the cotton bills by the financial institution applies equally to the grain bill; and that the Stevens bill, or equivalent must be demanded of Congress.

[For the "American Elevator and Grain Trade."]
GETTING AHEAD OF THE OPPOSITION.

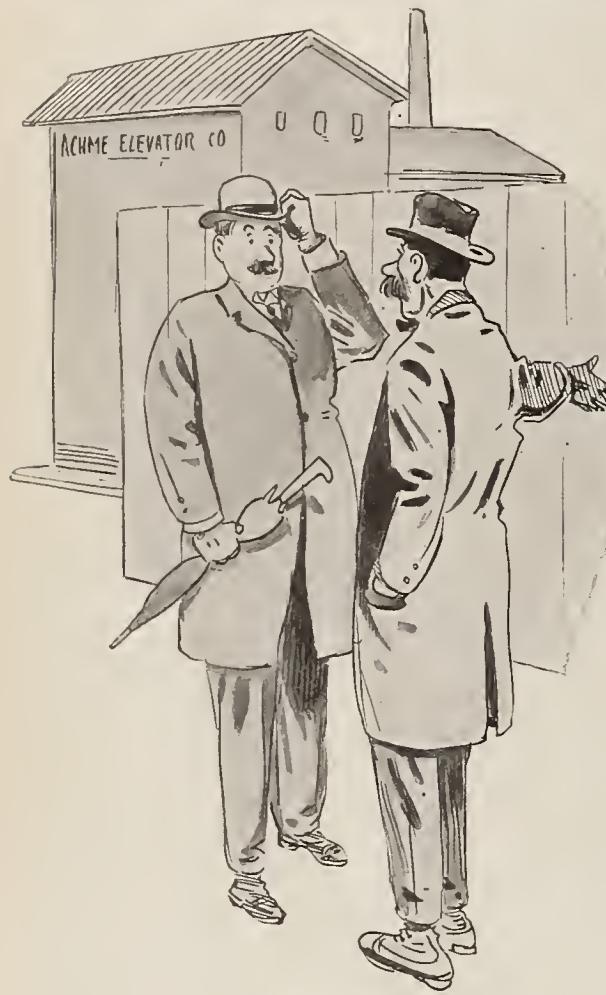
BY GUIDO D. JANES.

When Hiram Holler subscribed for sufficient stock to build the co-operative elevator, Seth Blow, proprietor of the Achme Elevator Company, did not feel blue at all. In fact, he whistled several tunes of a rag time nature and slapped house foreman Rogers on the back in a patronizing manner.

"You seem to be in fine spirits this morning," said the latter. "Is Hiram Hollar dead, or have the co-operatives decided to buy us out?"

"Neither. Better yet. I am going to give them enough rope to hang themselves; and by next summer there will not be any competitor nearer than Green-Back."

The foreman laughed, and after using a wheat sack to suppress his mirth, wandered over to the cleaner and began dropping its contents into one of the boots. Whereupon Seth, still allowing the smile to occupy his face, walked out of his place of business and turned his steps toward the busi-



"COLD MORNING FOR ME."

ness center of town. He journeyed in that direction for a purpose, and before walking a great distance he "met up with" the purpose, a Mr. Smith, president of the Chamber of Commerce.

"Morning," began the elevator man, in an assumed sad tone of voice. "Cold morning for me."

"Not at all, Mr. Blow. The new co-operative elevator will not harm you. Now, be a good chap and help us along. We are all on the same band wagon of 'Boom.' What would you suggest by the way of helping the movement?"

This was the tip that Blow was waiting for, but he did not give himself away with a smile. On the contrary, he looked as though he had been shipping all his grain in leaky ears.

"I'd do this," began the melancholy elevator man. "If it were mine, Mr. Smith, I would have the building constructed by home talent. Employ local contractors, local architects, local workmen. In this way the money could be kept here in town, and we would all be helped in a sort of way. My elevator took cash out of here to such an extent, when it was built by Chicago people, that it was three years in recovering from the drain. You profit by my experience."

The Chamber of Commerce man danced for joy. "Thanks," he cried; "you are a characteristic citizen of town. You are broad and liberal."

"Thanks; but please don't say that I advocated

the plan of home industry; it will prejudice the scheme."

"I won't. Good day."

"Good day."

Seth now returned to his place of business and had to get very contiguous to his grain cleaner and set it in motion to drown out his side-bursting mirth.

"What a diplomatic stroke it was," he managed to say to himself. "It will mean my further success in the grain vocation."

And, sure enough, it was a diplomatic stroke in every sense of the word; for the next day it was decided upon almost unanimously to erect the elevator by home industry, from blue prints to spouting.

Foreman Rogers now began to get next to the scheme, and though he feigned ignorance as to his boss's plans, he smiled much when Mr. Blow's back was turned.

At length the co-operative elevator was finished. The day before it was to be dedicated, Rogers went down into the engine room and carried on a talk with Casey, the engineer.

"Are you going to the funeral tomorrow?" he began, addressing the knight of the cylinder oil.

"No, unless it be me own. Whose gettin' funered?"

"No one but the new elevator. The home architect who planned it did not know what a scale floor was, and he thought the spouting was plumbing. You want to go to the funeral, if you can."

"And sure I will. Any guy that don't know that much about an elevator deserves to have a bunch of ex-admirers at his finis."

"Yes; so long."

"Good day."

Early next day the exercises and ceremonies which were to usher in the co-operative elevator into the business destiny of town were begun. Recognizing Seth Blow's broadness of character, the program committee had placed his name on as one of the speakers; and after a procession composed of prominent citizens in carriages, prominent farmers in wagons filled with wheat, policemen, etc., had marched to the speakers' stand, hard by the new elevator, Mr. Blow cleared his throat. As he did so, some of the grain that had been in the procession was elevated into the new structure. It took considerable time to do this, for the machinery was not located in the right places, and the hopper scale was installed in the cellar. So it was twenty minutes later when those who had placed the grain in the co-operative place had joined the crowd collected around the stand where the old elevator man was holding forth. Half way through his speech,—

"Civic pride is the best asset a city can have," Blow was saying. "And if—"

Just then he was interrupted by a lot of noise that sounded like a multitude of applause. Seth knew it was not applause, however, but something more significant. A bulge in the side walls he had noticed just after the grain was put in, and this noise he knew to be the after effect of it. Yet he did not turn his head, but smiled in a way that led folks to believe he was mistaking it for applause. Hiram Hollar noticed his expression as he rushed by the stand along with the rest.

"Hi, there, you fool," he yelled to Seth. "That noise ain't no cheering for you. Our new elevator's fell in."

Blow wheeled around and made believe that he was surprised, for there, surrounded by a lot of dust, were the fallen remains of the new co-operative structure.

Climbing down from the stand, Seth made a bee-line for his own place of business, reaching there just in time to suppress an explosion of mirth in a wad of gunny-sacking.

"I did it," he cried, delightedly. "I did it."

"Did what?" inquired Casey.

"Wrecked the new elevator. I told them to patronize home industry, and they followed my directions. The architect was a fine chap, but had never handled elevators. The contractors were all right, too, but they had never tackled elevators before."

It collapsed just now, after having three carloads of grain put into it."

"Anyone killed?"

"No."

"That's fine." (Pause.) "See" (pointing out of the window) "the rest of the procession coming this way. They want to store the grain they have in their wagons in our elevator. Mr. Blow, ye are a genius."

"Thanks."

THE LEGISLATURES.

Canada.—The grain bill is still in the Senate, the division being on the important question whether the clause providing that "no person owning or interested in any terminal elevator shall buy or sell grain or be interested in any other form of grain storage." It has been moved to strike this out; but Senator Davis protested against this, claiming that Canada "had been invaded by the United States grain handlers who had built strings of country elevators and controlled most of the terminals at the lakes;" and he further charged them with mixing and manipulating grain and strongly advocated the bill as prepared as best able to meet the situation.

A bill to incorporate the Grain Growers' Grain Company which shall absorb in the existing Manitoba company has been passed among private bills. The capital stock is put at two million dollars in twenty-five dollar shares. The seventh clause, making the registration and transfer of shares unnecessary in certain cases, was dropped. One member wanted to know if this incorporation meant a "combine," but was told there was no combine about it, all the members in the company being farmers. The bill as drafted allowed the children of farmers to hold shares, but this was struck out by the committee.

Michigan.—Gov. Osborn has signed a bill providing for a lien by threshermen on grain thrashed for unpaid charges.

Illinois.—None of the bills in which grain men have been interested have as yet become laws but all have been advanced toward their final passage.

These are the Shurtleff bill extending the jurisdiction of the state grain inspector over all inspection forms on the slate, including Peoria, hitherto making its own rules and directing its own inspection through the Board of Trade.

The "Board of Trade" bill, legalizing options, or puts and calls, has been considered in committee of



"THAT AIN'T NO CHEERIN' FOR YOU."

the whole and reported to the house with the recommendation that the bill should be passed.

Congress.—On April 27 Rep. Blackman of Alabama introduced three bills aiming at the prosecution of the men who were responsible for the fluctuations in cotton more than a year ago, as well as the persons who directed the corner on wheat in May and July, 1909. Attorney General Wickersham was asked to report on the progress of the investigation to ascertain the connection of James A.

Patten, Frank B. Hayne, William P. Brown and Eugene Scales with an alleged combination to advance the price of cotton, and also to investigate the so-called conspiracy to reduce cotton prices at the same time, August, 1909, to June, 1910. The third bill provides that the Attorney General shall investigate the wheat corner which, it says, advanced the price of bread.

The Agricultural committee of the house will give those interested in the anti-futures bill, as it applies to cotton, a chance to be heard.

Ohio.—The Jones anti-bucket shop bill passed the house on April 13. It makes the keeping of a bucket shop a daily continuous offense and provides one to three years' imprisonment or \$500 to \$1,000 fine for each day. A new definition of a bucket shop makes convictions easier to secure. All trading on market quotations is forbidden unless there is a bona fide transfer of stock or commodity.

Wisconsin.—The Grain and Warehouse Commission bill will be amended to give the state treasurer power to audit and approve all incidental expenses incurred by the Commission and its employes before they are paid. The pay account and expenses incurred in the regular discharge of the weighing and inspection of grain will not have to be audited by the state officials, however, excepting annually when the surplus money collected by the Commission is turned into the state treasury. The handling of the money itself will still remain entirely in the hands of the treasurer of the Commission.

THE WOODBURY-ELLIOTT GRAIN CO'S. OFFICE.

One of the prominent grain firms of Indiana is the Woodbury-Elliott Grain Co., located at Muncie.



E. E. ELLIOTT IN HIS OFFICE.

The accompanying illustration is an interior view of the company's offices at Muncie; and in the foreground is treasurer and general manager, E. E. Elliott.

About nine years ago, three elevators were purchased of Cal Baum by Woodbury & Files. At that time Mr. Elliott was managing one of these houses, at a small place, where he had been located about three years. Since that time there have been added to the line five more grain elevators, and the business broadened to include implements, fencing, etc., as well as hay and live stock. About the middle of March last a general seed business was added. The business of the company has, therefore, steadily grown, the trade of last year having been the largest in its history.

About three years ago Mr. Files sold his interest in order to go into the track buying business at Indianapolis, at which time the Woodbury-Elliott Grain Co. was organized. A short time after the trade with Cal Baum was made, Mr. Elliott had been made superintendent of the line, and from that position he has been advanced to the treasurership and to be general manager of the company. Mr. Woodbury's home is in Toledo, as is that of the other stockholders also, none of them having active part in the management of the business at the present time.

Mr. Elliott is now second vice-president of the Grain Dealers' National Association and is well known in the grain trade of both the East and the Central West.

Send us the grain news of your neighborhood.

PROTECTION FROM LIGHTNING.

The season for electrical storms will soon be upon us and with it comes the question of proper protection against lightning.

So much fun has been made of the farmer and the lightning rod agent that farmers have come to the conclusion that lightning rods are a fake, but this is far from the truth. A good lightning rod is the best protection against damage from lightning. It is a well-known fact that lightning will take the easiest path to the ground. This may be a high tree, a church spire, a chimney, or a telephone wire. It is reasonable to assume if a lightning rod is a good conductor of electricity and makes a good contact with the ground, that it will protect property, says F. A. Delay of the Colorado Agricultural College, Ft. Collins.

A good lightning rod should be made of copper or iron, of ample cross-section, with a point projection above the roof of the building and the lower end well grounded. A good rod for this purpose, if of copper, should weigh six or eight ounces a foot; if iron, it should weigh about two pounds a foot. The lightning rod should be well separated from the building by porcelain or glass insulators. To ground the rod it should be riveted and soldered to a large copper plate three feet by three feet, so as to make good contact, the plate buried in charcoal in a damp place. [We believe this theory of insulating the rod from the building in the manner suggested has been abandoned.]

If an old rod is already in place, go over it carefully to see that it is not broken, as a broken rod is worse than none, because lightning will start down the rod and leave it and enter the building where the rod is defective.

For personal safety in a storm do not stand under trees, near wire fences, in doorways, or near cattle, chimneys, or fire places, and never use the telephone during electrical storms. Lightning stroke is not, as a rule, fatal. If a person is struck by lightning, do not give up hope, but stimulate respiration and circulation, keep the body warm, rub the limbs rapidly, give water, wine, or hot coffee, and send for a physician.

FARMERS' PRIVATE ELEVATORS.

"Can farmers afford to build elevators on their farms and store their own grain?" was a question recently put up to Prof. L. A. Fitz, in charge of the milling department of the Kansas State Agricultural College. Prof. Fitz's reply is—

Yes; if the farmer raises 400 to 1,000 acres of grain, he can afford an elevator and make money on the venture.

The farmer who owns an elevator is independent of others. Such an elevator could be built best on the farm. It need only be large enough to hold all his grain. A dumping pit, walled with cement, a gasoline engine for elevating the grain, feed grinders, and special machinery for separating and cleaning the grain are essential. It would be a labor-saver, as it would dispense with the moving of grain by hand.

If the price of wheat is down, the grain grower cannot afford to sell his grain, but without an elevator or some other dry storage place it would be in danger of getting wet. Perhaps his grain is mixed, some hard, bright, uninjured grain, and some poor grain. If he takes it to the regular commercial elevator, he is paid for No. 2 or mixed grain. If he owns his own elevator, he can, at his leisure, separate the poor grain from the good, getting the top price for the best and a second rate price for the poor, and not have to take a second-rate price for all of it.

Some persons may ask: Why can't this all be done in a good granary? Why go to the expense of an elevator? Suppose the farmer wishes to store his grain and finds it damp. If he has any quantity of it, it will be impossible, almost, to keep it from heating and becoming musty. If he has an elevator the grain can be moved from bin to bin by machinery and all chances of injury removed.

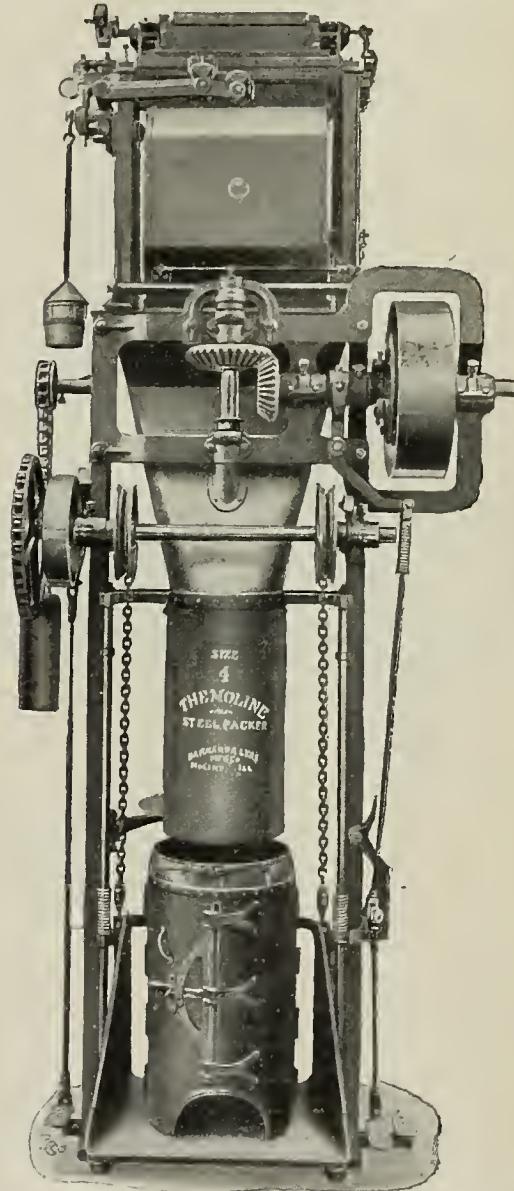
A properly equipped farm elevator will cost money; but every year the Kansas wheat grower sells thousands of dollars' worth of wheat. A saving of a few hundred dollars a year would soon pay for such an outfit. The building may serve other purposes, too. If a gasoline engine is used in the elevator, the power can be carried by shafting for some distance and used to operate other machines. Even a portable engine can be used for elevating

the grain and be invaluable for other farm work. A feed grinder can be installed.

Large granaries, feed mills, grain separators, and similar things are all required on the large grain farm. Why not combine them and have an up-to-date farm elevator and thereby be independent of weather, price, and storage bills?

MOLINE STEEL PACKER.

The Moline Steel Packer, built by the Barnard & Leas Mfg. Co., Moline, Ill., is all of iron and steel, with bearings of the ring-oiling type and carefully babbitted. The driving clutch is of the double expansion type, very powerful, yet one that releases instantly. All of the very few adjustments are made from the outside. The hoppering is made of sheet steel in one piece; while the shafting is heavier than usual, with the end thrust on specially constructed ball-bearings. The platform is of the open type to admit of operating the packer from either side. Indeed, everything about this packer is designed for



MOLINE STEEL PACKER WITH AUTOMATIC SCALE
heavy use and long service, while every part of the mechanism is accessible and easily adjusted and controlled, as well as convenient for the operator.

The manufacturers believe this packer to have greater capacity than any other and yet at the same time to be easier to operate, the carriage and driving parts being entirely controlled by the foot, leaving the operator free to use both hands to put on and remove sacks; and as the packer can be operated from either side, the capacity can be increased by operating with one man to handle the packer and put on sacks while another man will remove filled sacks and handle the product. If desired, the manufacturers put on a handle to control the break rod by hand instead of the foot. Where it is desired to pack a uniform amount in each package, an automatic scale is placed on top of the packer (see cut) and a special tripping arrangement connecting the packer with the scale discharges the scale at the proper time so that the sack is filled while the scale is receiving the proper amount for the next sack.

This packer handles grains and feeds of all kinds as well as other pulverized materials. Further details will be gladly supplied by the manufacturers on application.

[From Circ. 137—Bureau of Entomology.]

THE ALFALFA WEEVIL.

BY F. M. WEBSTER.*

In Charge of Cereal and Forage Insect Investigations.

The appearance in Utah in 1904 of the Alfalfa Weevil (*Phytonomus murinus* Fab.) and its subsequent distribution over that state and elsewhere is a fact of more than ordinary significance to the growers, millers and shippers of that valuable forage plant. The weevil is an accidental importation from somewhere in Europe, western Asia or northern Africa, where it is more or less destructive, but is held in check by its natural parasitic and other enemies; but in this country such deterrents to its increase have been non-existent.

THE INSECT DESCRIBED.

Mr. Webster, to whom also the illustrations are to be credited, thus describes this stranger:

The beetle itself (Fig. 1) is usually less than one-fourth of an inch in length, varying from one-eighth to three-sixteenths inch, and when freshly emerged from the cocoon, within which it passes from the larva (Fig. 6) to the pupa (Fig. 7), is of a plain brown color. In a few days this brown becomes darker, mixed with black and gray hairs, which give it a spotted or mottled appearance, as shown in Fig. 3. Gradually these scales and hairs become rubbed off so that in spring we frequently observe individuals that appear almost entirely black, with small irregular gray spots on them.

The insect winters in the beetle stage, seeking shelter before frost comes, either in the crown of the plant itself, or in the field under leaves or any other convenient protective covering, and even in



Fig. 1.—The Alfalfa weevil (*Phytonomus murinus*): Adults clustering on and attacking sprig of alfalfa. About natural size. (Original.)

hay barns which in the spring are not infrequently found swarming with the insects. The insect is hardy, it being estimated that 80 per cent of those who go into "winter quarters" come out in good condition in the spring (latter part of March), ready to attack the young plants as soon as the latter provide sufficient food. Egg laying begins early in April and continues for about three months. The destructive life history of the weevil is told by Mr. Webster as follows:

In very early spring, before the plants have made much growth, the beetles often push their eggs down between the leaves, the usual place of oviposition, however, being in punctures made in the stem (Fig. 2), and some damage occurs at the very beginning of the season on account of the beetles puncturing the young stems and killing them in their efforts to oviposit in them. Some idea of the abundance of these eggs and the extent to which the pest may breed in vacant lots and other waste lands where alfalfa has escaped from cultivation and grows as a weed may be obtained from the fact that in one case a single plant has been found to contain 127 of these egg punctures in the midst of the egg-laying season, with the punctures fresh and new. As one puncture may contain anywhere from a few to over 30 eggs, probably 10 or 15 on the average, this single plant presumably contained between 1,200 and 1,300 eggs at the time it was

observed. If these hatched and half of them developed into female beetles and 80 per cent of the latter passed the winter, this plant might in a year give rise to over 150,000 beetles.

Most of these eggs (Fig. 4) hatch in about 10 days after being deposited, and the minute young, almost white in color, make their way to the leaves, first eating holes therein; soon assume a decidedly green



Fig. 2.—The alfalfa weevil: Larvae attacking a sprig of alfalfa. Natural size; larva at right much enlarged. (Original.)

color; and when full grown are about one-fourth of an inch long, with a white stripe along the back and the somewhat hooked appearance shown by some of those in the illustration (Fig. 2). The attack is now confined to the young leaves and the crown of the plant, thus preventing its growth; and a badly infested field of alfalfa will frequently attain no greater height than about 6 inches, too short to mow at all. If the field is mown over most of the larvae will of course be shaken off and drop to the surface of the ground. While some of these perish, those that survive and live upon the fresh growth, together with those hatching from eggs deposited after the mowing, develop sufficient numbers to overwhelm and destroy the second crop. The larvae continue to attack the plants, being most abundant during May and gradually becoming less abundant throughout the month of June. As these transform, the adults become more and more abundant as the season advances, and not only do they feed upon the fresh growth, but they also eat the bark from the stems, and thus, where excessively abundant, totally destroy the second crop. Eggs have, however, been found as late as October 31 and larvae as late as the middle of November.

The entire life of the insect, from the deposition of the egg to the emergence of the adult, may be anywhere from 40 to 70 days, while the beetle itself may live, including the winter, from 10 to 14 months.

So rapid is the diffusion of the weevil that within four years of its discovery in Utah, it had spread over a total area of about 100 square miles. It is now known to occur from Provo on the south to Ogden on the north and from Tooele on the west to

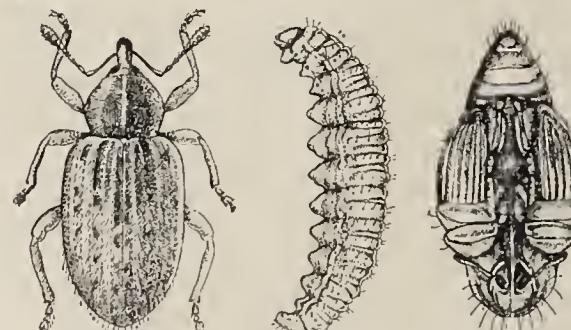


Fig. 3.—The alfalfa weevil: Adult. Much enlarged. (Original.) Fig. 6.—The alfalfa weevil: Larva. Much enlarged. (Original.) Fig. 7.—The alfalfa weevil: Pupa. Greatly enlarged. (Original.)

Echo City on the east; and it is not unlikely that it will be found this season in territory adjacent to the trunk line railways from Utah into the states bounding Utah, as southwestern Wyoming, southern Idaho, Nevada and perhaps Colorado and southern California; because the beetles are good railway travelers. They take kindly to the sleeping car and have no objection to traveling by the box car like

any other true tramp and parasite. In course of time, therefore, the parasite will no doubt invade the alfalfa fields adjacent to all railroads whose cars penetrate Utah; and no system of quarantine has thus far been able to prevent the weevil's distribution by rail.

The weevils also travel by water, being carried, even as larvae, from one place to another by the streams, down which they float unharmed until they are washed ashore and become established in the field along the borders of the water courses.

The insect is a good traveler even without adventitious assistance; for after the middle of June, when the insect has become an adult, it seems to take wing and borne on the winds is carried from the fields where they originated to others more or less distant according to the wind or gale. Since the Government entomologists have been studying the insect in Utah they, as well as the state officials, have seen the air full of adult weevils moving with the wind. Just how high the insect flies unaided and how far it may be borne on the wind at one flight, is yet to be determined. This form of migration is of the overflow only, so to say; for while uncounted numbers may be seen in flight from place to place, the fields still remain as densely populated apparently as before, where they maintain themselves by gnawing off the outer surface of the plant stem, thus skeletonizing and killing the plant and giving the field the appearance of having been swept by fire; and when the supply of food is gone the survivors move off to seek a new supply.

In 1909 the Governor of Utah appealed to the Agricultural Department for help; and in view of

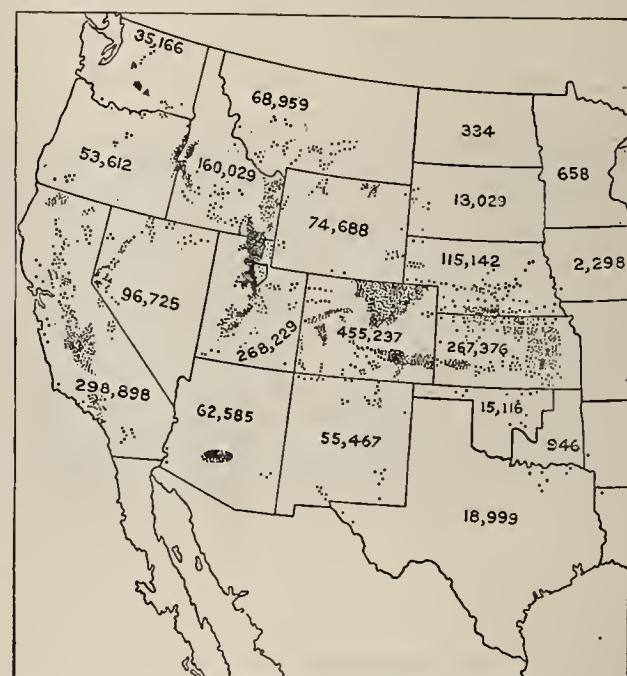


FIG. 10.—Map showing area in Utah infested by the alfalfa weevil with reference to alfalfa culture in the western half of the United States in the year 1899. Note: The numerals indicate the acreage devoted to the culture of alfalfa in each State. (From Westgate, Farmers' Bul. 339.)

the great acreage devoted to alfalfa in the West (Fig. 10) the appeal was made none too soon. The problem of control is a deep one. There are no natural enemies of the alfalfa weevil which are numerous enough to count much in the true "alfalfa country." Since the circular quoted from was published the most probably successful endeavor to restrict the past there suggested, towit, "the introduction and colonization of its natural enemies," native and foreign, has begun, the Salt Lake City Herald of April 28 having announced that—

The first Utah-grown alfalfa weevil parasites—in fact, the first raised in the United States—have hatched. The tiny parasites are from the eggs of parents, which arrived in Salt Lake on April 6, after being shipped in cold storage from Naples, Italy.

It was expected that the eggs would have been hatched out a week or more ago, but the cold weather and the artificial condition of growth, necessary in a laboratory, delayed the hatching. The eggs were laid by the imported parasites inside of alfalfa leaf weevil eggs, that being the method of propagating the parasite.

A second lot, received from Italy a fortnight ago, is expected to hatch out in a few days, somewhat less time than the three weeks required by the first consignment. A third shipment of parasites was received yesterday from Europe at the Kensington avenue laboratory and was immediately thawed out so they could commence breeding.

Mr. Webster is now in Utah in behalf of the Agri-

*This article is but a condensation of Mr. Webster's comprehensive circular; and credit is given to him in this way as authority for the facts rather than for the form of their presentation here, for which the editor of the "American Elevator and Grain Trade" is responsible, except where direct quotations are made.

cultural Department and will have charge of the investigations conducted in Utah this season. He will be assisted by A. H. Kirkland of Boston. Meantime while the experimental introduction of the beetle's parasite is in progress, Mr. Webster's circular has this to say of possible preventive measures now available:

Quarantine between the different states is, in the case of the alfalfa weevil, wholly useless, on account of the agency of the railroads and winds as factors in the dispersion of the beetles. There is danger of dispersion in shipments in interstate commerce; but in the case of what is perhaps the most dangerous medium, that of baled hay, owing to the ravages of the pest, the movements of shipments are fortunately toward instead of from the infested area. As to other articles entering into interstate commerce, it would be impossible to guard against the beetles concealing themselves in almost any sort of a box, bale, or package of whatever shape, size, or nature.

The most inexpensive and practical means of controlling introductions of the pest by railroads appears to be the close surveillance of the railroad right of way and the stamping out of incipient outbreaks as soon as discovered. This, too, seems a duty likely, at least for the present, to devolve upon the Federal authorities, as nearly all of the states adjoining Utah are without the means of carrying such a plan into operation, and a year at least would be required to put into operation the legislative measures necessary to meet the situation. Therefore, the greatest assistance can be afforded by the growers of alfalfa personally, especially along railways and near towns and villages, by keeping close watch of their fields and promptly notifying the Government or state authorities of the occurrence of any insect resembling this alfalfa weevil, as described and illustrated herein. It is chiefly for the purpose of reaching such persons and of promptly obtaining information as to the first appearance of the pest in any locality that this circular is published.

CLAIMS DEPARTMENT.

In the past, securing payment for losses on shipments of grain was one of great difficulty and in many places still is, and has been the cause of much friction and ill feeling between shippers and carriers. Both parties knew, of course, that there is no question of the responsibility of the carriers; and the latter, for their part, did not attempt to deny their liability, but adopted the habit of delaying payment of every claim of any considerable amount until a compromise might be effected. Every method which could be suggested to put off payment, other than compromise, was resorted to, except when large shippers and line companies were the claimants. That a shipper's loss was valid and that he was entitled to prompt payment was rarely considered; but how to pay the very least amount in settlement was the only end kept in view. When a shipper had a claim he usually sent it to his commission house, and the latter took it up with the railroad, and there was much and continued correspondence. The railroad company usually sent their traveling freight agent to investigate the matter; and required the claimant to give answer to a great many questions, chief of which were these: (1) Is your elevator on railroad land? and (2) Do you hold a lease from the company? There were other inquiries of a like character, all of which were intended to impress on the shipper that he was under some obligation to the railroad. Otherwise the inquiries had little to do with establishing the validity of the claim in question.

The matter of members' claims finally became so great an annoyance that by resolution of November 27, 1908, the board of directors of the Illinois Grain Dealers' Association created a "Claims Committee" and authorized that body to establish a claims department, with an attorney as manager, and adopted certain rules for the conduct of the department. The rules of this department, as Secretary Strong recently told the Indiana dealers, specified the manner in which claims might be filed, and further provided that no claim should be filed with the attorney for collection until it had been passed upon by the claims committee and its legality and validity determined to the satisfaction of that committee. The idea paramount with the committee is to secure the payment from the railroads of bona fide claims only, with the least expense and friction.

An agreement for the payment of claims endorsed by the said committee was then made with sixteen of the leading railroad systems of Illinois; and since December, 1909, the question of claims has been substantially relieved of all unnecessary friction; and claims now are treated like other matters of routine business, to be disposed of on their merits and without prejudice.

The advantages of the claim department system are therefore two-fold, and are both direct and indirect. Mr. Strong says, in substance:

1. The shipper has an agency to which he can apply for information how to file a claim; he is supplied with the proper blank forms and instructions how to make out the claim, and is told just what papers to attach to substantiate his claim.

2. By the agreement with the carriers the shipper is relieved of any fear that he may come under censure by the railroad company for filing a claim or for filing it through a department presided over by an attorney.

3. The shipper is assured that his claim will be placed in the hands of an expert manager, well versed in all the matters pertaining to that line of work.

4. The shipper comes to understand what makes a valid claim, how he should conduct his business, keep his books and prepare the papers in order to present his claim in the very best possible shape.

5. The shipper, becoming educated in the matter of making claims, will provide himself with the best weighing scale in order to know just what he is doing and what he puts into a car; and he, too, will take greater care in cooperating cars and seeing that everything about the car is in first-class shape before loading.

6. The railroads are benefited by the agreement that no claim shall be filed for a less amount than \$3.00, which fact gives them sufficient leeway to cover differences in scales and for "natural shrinkage."

7. The much mooted matter of "on-leaking" cars is also disposed of by giving the railroad a deduction for losses which have occurred to cars which reach their destination with no physical evidence of leakage.

8. All claims being from one office, or department, the shipper will soon discover if he has greater losses at one terminal than at another, and the railroads also will soon see if there is any particular, or especial, loss at any given terminal market.

9. Under this agreement a claim will be assumed by the railroad within 90 days or be rejected; but by the terms of the agreement a shipper has the right to sue if he feels that his claim has been wrongfully rejected.

10. All the misunderstandings and unpleasantness in handling claims have been eliminated; and the shipper has now no fear of the traveling agent making threats which, to a man who has his all invested in an elevator on the railroad right of way and has a family to support, sometimes spoils his supper or a night's sleep.

Valid claims for loss include something more than payment for leakage due to bad cars and improper handling in transit, or total loss of the grain. These losses are but of one class of damage that the carrier may inflict upon the shipper through its own inadequate equipment or the faults of its servants. Mr. Strong cites other classes of loss for which the carriers acknowledge responsibility, and for which they make redress on the presentation of a properly attested claim. Here are some of them:

1. Loss through decline of the market, when there has been unreasonable delay in delivery.

2. Loss by reason of grain getting out of condition, when there has been unreasonable delay in delivery.

3. Loss by reason of declining market, or grain getting out of condition, occasioned by the railroad not supplying cars.

All these are matters susceptible of adjustment and satisfactory settlement. The fees charged by the claims department are so small that there has never been an objection made to them, more especially as no fee is demanded unless a collection has been made. After next June it is hoped that every railroad operating in the state of Illinois will become a party to this agreement, now in force with sixteen lines.

Since the enactment of the anti-bucket-shop law in Nebraska the Lincoln Commission Company has been forced to wind up its business and quit.

"Our prediction that a 3,000,000,000 bushel crop is a necessity and not a burden seems likely to prove correct and warranted by the present course of the market and favorable trade indications for future values. It must be admitted that the market move-

ment from first hands on the present crop has never been equaled, but consumptive and export requirements have eagerly absorbed it and prevented any unseasonable or burdensome accumulation; that present country elevator holdings are comparatively trivial; that the volume of country dealers' sales for future shipment are relatively insignificant; that requirements on and off the farm are far greater than any former records show; that as a food proposition there is no successful competitor; that export sales of volume continue, regardless of the recent material improvement in prices; that deficient moisture and delayed plowing threaten the crop of 1911, and, as we have repeatedly advised, it is our belief that nothing short of a full acreage and an abundant harvest can or will make 45 and 50c corn in this market in the future."—J. P. Griffin & Co.

IN THE EIGHT-MILE PRAIRIE.

Merritt & Elliott are the owners of the elevator shown in the engraving, which was formerly the property of G. L. Merritt & Co. It is a 50,000-bu. house and well equipped for handling a trade that originates in the very heart of what is locally known as the "Eight-Mile Prairie," one of the most



MERRITT & ELLIOTT'S ELEVATOR, HENNING, ILL.
fertile and productive sections of the great American corn belt, the station being Henning, Illinois, on the Illinois Central Lines.

THE CORN CROP OF 1910.

The corn crop of the world in 1910 cannot at this time be stated in a definite total, owing to the fact that the statistics are still incomplete. It has been estimated at 4,048 million bushels. As far as reported it was as follows in bushels:

North America—

United States.....	3,125,713,000
Canada	18,720,000

South America—

Argentina	175,187,000
Uruguay	8,000,000

Europe—

Austria Hungary.....	240,604,000
Bulgaria	23,699,000
France	20,000,000
Italy	101,722,000
Roumania	103,665,000
Serbia	23,621,000
Spain	27,366,000

Africa—

Algeria	552,000
Australia	10,991,000

In 1909 the total crop of the world was 3,672,636,000 bushels of which the United States produced 2,891,634,000 bushels.

Farmers do not line their clothes entirely with velvet. Department of Agriculture shows some interesting figures about cost of corn production. Average yield per acre last season was largest on record, being 32½ bushels. Fifty cents on the farm means about \$16 an acre to the farmer. It costs him the neat sum of \$12 to produce corn, rent included, or \$8.50 without rent. South Atlantic states it costs about \$2 more, rents included, south central states \$1 less, north central nearly \$2 more than the average. Yield per acre is smaller in the south, but larger north and west.—C. A. King & Co.

THE CONTINENTAL "ACQUIT" SYSTEM IN ENGLAND.

Readers of this paper are more or less familiar, if they have faithfully read these columns, with the rebate systems known in France as the "acquit" and in Germany as the "zollgutschein." In France the drawback is used chiefly to facilitate the exportation of flour at the expense of the national treasury; but in Germany, whose addiction to vicious economic principles goes to the full limit, not only the millers but the grain dealers also use this drawback privilege as a lever to boost out of the country not flour only but grain as well, notably wheat, oats and rye, all at the expense of the treasury, as surely as if an export bounty were paid, as formerly was the case on beet sugar, the abuse of which gave "bounties" a bad name and made necessary this shifty drawback system which disguises its true nature so cleverly that only the experts are able to use it profitably.

It has been taken for granted that the English business man, and especially the British publicist, would not be deceived by so flimsy a subterfuge, and that it would be practically a wasted effort to discuss it as an issue in connection with the English fiscal system; but at the late annual meeting of the National Association of British and Irish Millers Mr. A. E. K. Wherry of Bourne read a paper on, "The Acquit System in Relation to Exports of Foodstuffs," in which he proposed that, in the event, not entirely impossible, however remote, of a duty being levied on imported grain and flour, this "drawback" system should be proposed by English millers as a measure of protection to the British flour export trade, not in itself insignificant, by any means, even now. It is quite fully understood by English millers that any duty on foreign grains would immediately put an end to the export trade in grain products without such factitious support; for the reader will remember that the "acquit" or "zollgutschein," in its completest and favorite form, is not a simple rebate of import duties paid to exporters of finished imported raw materials, but is this "and then some"; in short, on the Continent it is a system by which something more than the actual duty paid may be secured by those exporters who understand the necessary finesse in the handling of the drawback certificates.

As, therefore, the Continental system, if it should be resorted to by the British exchequer, would have a more considerable influence on the American grain and flour trade, than has even the German system, which has enabled German exporters to invade some of our markets, the following exposition by Mr. Wherry of such a system applied to the exigencies of the English trade may not be without its interest and value, although superficially Mr. Wherry's system is without the Continental objections.

Having briefly sketched the methods adopted by Germany and France to secure their foreign trade (which in a state of nature they should not have at all, both countries being importers of breadstuffs), Mr. Wherry considers the systems applied to a possible import duty on grain entering the British Isles. He then continues:

In this country, when an export of dutiable articles takes place, as you are doubtless aware, the customs authorities give a rebate or refund in actual cash of the amount of duty that has been paid. The milling trade had rather an unhappy experience of this system when the Hicks-Beach duty was in force [during the Boer War], and it is with a view to obviating that experience, should a duty ever be put upon grain in the future, that I wish you to closely follow the subject.

When, under the Hicks-Beach duty, an export of flour or breadstuffs took place, the customs officials required the exporter to give a declaration, witnessed before a magistrate, that the duty had been paid upon the goods exported before they would refund the amount of the duty. These declarations were such a great source of inconvenience that the Liverpool millers gave a covering declaration to the customs that they used nothing but duty-paid wheat. This absolutely prohibited them from using any home-grown wheat, and placed the British farmer at a great disadvantage by curtailing his market and limiting the number of his customers. I know there is a tendency to look upon the home producer as rather an insignificant individual, but

for the sake of hypothesis we will suppose that a duty of six pence (12c.) per cwt. has been levied upon extra-British grown grain, with free entrance for that grown in our oversea dominions. You realize now that it becomes unworkable either to give the separate sworn declaration for every export or to adopt the covering one.

This is a point at which we can profit by the experiences and experiments of our neighbors, and apply them to our own peculiar economies. Let us see how the acquit system will fit the British Isles. Whenever an export of grain, or grain products, from the British Isles takes place, the officials of the export give an export certificate of the face value of six pence per cwt. upon the actual weight thus exported; when an export of biscuits or other manufactured product of grain takes place they give an export certificate of the face value of six pence per cwt. upon the weight of flour or grain that was used in its manufacture.

It may be said that the whole of the exportable surpluses of our oversea dominions form part of the food supply of the British consumer; at any rate, he has the first right to the use of all that is exported to Europe. We must, therefore, devise some means for bringing all such colonial-grown grain within the scope of our scheme. In order to do this, when a quantity of grain, flour or grain products is shipped from one of the British dominions to Europe, it will be necessary to attach to the bill of lading a certificate of origin, stating the actual weights (in cwts.) thus shipped, or, in the case of manufactured articles, as biscuits, the actual weight (in cwts.) of which they are the products. This grain, flour, or product may or may not be shipped to the British Isles. If it is shipped to the British Isles, the certificate is cancelled by the customs officials of the port of entry. If, however, it goes direct or is diverted to any part of the continent of Europe, the certificate must be endorsed by some official (either the British consul or someone else to be agreed upon), verifying the entry of the goods into that country. These export certificates, bearing a face value, cannot be cashed, but within two calendar months dating from the verification of the entry of the goods into a foreign port they will be accepted at their face value in payment or part payment, as the case may be, of the import duty upon non-British and dutiable grain into any port or ports in the British Isles. When the certificate is for wheat or its derivatives, it will be available for import of wheat only, but when it is for other kinds of grain or their derivatives it will be available for all descriptions of dutiable grain other than wheat or wheat products. These certificates will be transferable, negotiable, or capable of being split up into minimum amounts, such minimums to be agreed upon. In case they are not utilized within the two calendar months they become null and void.

Now let us endeavor to ascertain what will be the effect of this scheme (when in actual working) upon the various interests which it affects. There are five of these: the producer, the merchant, the miller, the consumer and the customs.

The British home producer will find a better market for his increased production, owing to the fact that the miller could import by means of his acquits exactly that quality which best would carry it; and in a bad harvest, when his quality was inferior and found a poor market, like the German, he could ship it elsewhere, and upon the certificates thus obtained there could be imported precisely that quality which would best assist the use of the remainder. He, together with the colonial producer, would be able to obtain the full relative exterior value, and at the same time enjoy all the advantages of preference in a restricted interior market. In other words, as the quantity which he produced tended to increase, instead of glutting the market to which he had free access, and so depreciating the value of his article in that market, in such times it could be sold to outside buyers upon export certificates, which would facilitate the exchange of the surplus quantity for a more suitable foreign variety.

From the merchant's point of view, the chief advantage would be that it would keep British trade in British hands and curtail direct dealing between our dominions and the foreigner; it would retain for him his pre-duty clientele both at home and abroad.

The miller has many advantages to look for. His export trade would be as easily done under the duty as under free trade, and wherever he sold flour or offals abroad he would obtain a certificate which would pay the duty on the wheat he wished to import. He would be saved the troublesome declarations of origin and the difficulty of getting rebates of the duty. Neither could it be said that certain crops would be earmarked for his use, seeing that any available world's supplies would be exchangeable.

The consumer would lose nothing in the cost, and gain much in the quality of his food; he would have a minimum supply of duty-free grain equivalent in quantity to the entire British (home and colonial) production, whether he actually imported that quantity or not from the colonies. It could be utilized

in the best possible manner, and to produce the best possible article by means of the system of exchange thus set up.

The customs would avoid an infinite amount of unnecessary labor by giving and receiving these export certificates instead of making cash rebates with all the attendant formalities of verifying the right of the export to such refund. Moreover, they would not lose one penny of duty. The food supply of the British Isles would consist of so much dutiable, and so much duty-free grain, and in order to meet the consumer's requirements, whenever a quantity was exported out of the home area it would have to be replaced by a similar quantity from abroad; therefore, the going out and coming in of balancing quantities could not affect the necessary dutiable margin which would remain constant whether the exchanges were large or small.

In conclusion, I repeat that all I have said is the natural corollary to a duty upon grain. The arguments that determine the wisdom or otherwise of levying such a duty do not concern us this afternoon; but when one sees one of the great political parties actively advocating an import duty, however small, upon grain, that is an eventuality which we must be prepared to face, whether we approve it or not; and I submit that in that case one of the first duties of your association will be to closely watch the subject and be prepared with expert advice to assist the government of that day to incorporate in its act such clauses dealing with its administration as shall secure your export trade from injustice as against foreign competition, and at the same time avoid the anomalies which were in existence when the Hicks-Beach duty was in force.

COST OF CORN PRODUCTION.

In July, 1910, the Bureau of Statistics, Department of Agriculture, sent inquiries to correspondents for estimates of the cost of producing crops in 1909. The following summary shows some of the averages of the reports upon the cost of producing corn.

The highest costs per acre are found to be in New England, chiefly on account of the higher cost of commercial fertilizer used and preparation of the land, which ranged up to \$10.67 an acre for fertilizer in Maine; while in the Middle West and West, little was used. The value of land, the interest on which is an item in cost of production, is highest in the states of Illinois, \$126.80 an acre; California, \$114.75; and Iowa, \$101.18. Other states ranging in value of corn land from \$85.66 in Indiana down to \$17.37 in Florida, the North Central Division east of the Mississippi river being \$98.72 an acre, the North Central Division west of the Mississippi river being second, at \$70.80 in value of corn land; North Atlantic Division, \$62.72, third; Far West Division, at \$54.57, fourth; South Central, \$31.37, fifth; and South Atlantic, at \$30.60, sixth.

The average size of corn fields range up from an average of three acres each in Maine and Massachusetts to 53 each in Nebraska. The average size of corn fields in the United States was that year 30 acres each. The cost of work in preparation of land ran down from \$8 an acre in New Hampshire to \$1.24 in Kansas.

"I am willing to sell my membership in the St. Louis Merchants' Exchange if I can get my price," remarked John L. Messmore of the Ballard & Messmore Grain Co. "Why will I?" he indignantly queried; "why, here are Powell & O'Rourke buying five car lots of grain and shipping it to Murphysboro over Hannigan's Southern Railway. An American has no show now."—Modern Miller.

Year delivery wheat was traded in on May 2 at Chicago for the first time since the days of B. P. Hutchinson and Ed. Pardridge. Trades ranged from 86c to 87½c. The desire to trade in year delivery probably grew out of the uncertainty over the May deal. In the event of its collapse the seller of the year delivery would have a place to limit his loss on any holding he might have of any other delivery, while the price was made low enough to be made attractive to any believer in current wheat values. Brokers representing the leading longs in May wheat were bidding for June delivery, ostensibly for the purpose of giving an appearance of stability to the May deal. It was noticeable that none of the bids for June were more than ½c over the price current for July. The May delivery, however, was 5½c over July at the close.—Record-Herald.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

IMPROVEMENTS AT WEATHERFORD.

Editor American Elevator and Grain Trade: J. A. Horn, of Oklahoma City, has just completed a 25,000-bushel modern elevator for us at Elk City. It is equipped with Weller machinery, Constant Feeders, Willford Rolls, Victor Shellers, passenger elevator, rope transmission, twenty-horsepower gasoline engine, new office, Howe Scales, and 56x24 ft. flour house with unloading platform. The building is iron clad.

We are also erecting a 40,000-bushel storage, crib elevator for our mill here, fully equipped with feeders, cleaners and conveyors. This also will be iron clad. J. A. Horn is superintending the work.

Respectfully yours,

CITIZENS' MILL & ELEVATOR CO.
Weatherford, Okla. Per W. W. Peck, Mgr.

ST. LOUIS AND SOUTHWESTERN GRAIN AND FEED NOTES.

BY L. C. BREED.

Owing to the damage sustained in the recent gale by the Burlington Elevator, which interferes with deliveries, the board of directors of the Merchants' Exchange has declared the elevator irregular and the grain in it, upwards of 1,000,000 bushels, cannot be delivered on contract. In addition to the difficulty of delivery, a part of the grain was damaged by water.

Charles Sluder has resigned his position with the Raymond (Ills.) Farmers' Elevator to enter the machinery business.

The Earle Feed & Livestock Company, of Earle, Ark., has been incorporated. The capital stock is \$10,000. The company will deal in feed, livestock, etc.

The Altona Grain Company of Altona, Ill., has been incorporated. The capital stock is \$5,000. The incorporators are C. G. Nelson, C. J. Johnson and A. L. Roby.

The Murphy Feed & Fuel Company of Kansas City, Mo., has been incorporated. The capital stock is \$6,000. The incorporators are William A. Delong, Willis F. Neff and F. O. Wedge.

The Coleman Grain & Mercantile Company of Coleman, Texas, has been incorporated. The capital stock is \$10,000. The incorporators are F. P. Cooper, H. B. Wilson and C. F. Rahn.

The Grain Valley Lumber & Grain Company of Grain Valley, Mo., has been incorporated. The capital stock is \$5,000. The incorporators are S. L. Luttrell, W. E. Luttrell and S. M. Turner.

The Farmers' Union Clearing House Ass'n of Van Alstyne, Texas, has been incorporated. The capital stock is \$4,000. The incorporators are R. S. Parish, M. V. Hinton, T. L. Reed and others.

The Peoria Board of Trade has been fighting against the Shurtliff bill which provides for control of the local inspection by the chief grain inspector located at Chicago instead of a local inspector.

The stockholders of the destroyed Barry Mill, Barry, Ills., have voted not to rebuild. The mill has not been a paying one for some years, and while it has been a business getter for Barry, the owners, who are local business men, have not been able to make it earn proper dividends.

The Land Milling Company of Marshall, Mo., and Neodesha, Kas., has closed a deal at Texarkana, Texas, for the establishment of a branch of their business in that city. The new plant will cost about \$30,000 and will give employment to from fifteen to twenty men, with a monthly pay roll of about \$2,000.

The reports that for a time the entire crew of the Port Arthur, Texas, elevator will be laid off are pronounced without foundation by G. R. Williams, supt. of the Kansas City Railroad. Export shipments of the port it is true, in common with other Texas ports, have been light this season, but an increase is expected in the near future and none of the employes will be laid off.

D. R. Gordon, state inspector, has informed the railroads that he expects them to pay the cost of inspection. Requests to have grain inspected in Missouri, which accompany the billing of some cars, is claimed by the state inspector to be a physical impossibility on some of the roads. It is also stated that the railroads regard the requests to haul the grain into Missouri as unfair and unreasonable. They also refuse to pay the inspection fees.

The Santa Fe, Terminal, Memphis and Frisco elevator companies of Kansas City, Kas., recently applied to the Secretary of State for the return of their bonds filed as required by law. This was a move against the new state grain inspection law. The elevators claim that the fees for inspecting and weighing grain under the new law are excessive and that the inspection department has certain arbitri-

rary rules that are unnecessary and exasperating. Consequently the four elevator companies named above decided to do business without the assistance of the state grain inspection department and will operate as private concerns hereafter. The plan of the Kansas City Board of Trade is to send official samplers to visit the railroad yards daily and get samples of all grain that arrives. The grain will then be sold on basis of samples without the state inspection and grading.

TOLEDO LETTER AND OHIO NEWS.

BY E. F. BAKER.

The growing wheat prospect in Ohio continues to improve. Few discouraging reports are being received here, and the Ohio crop report gives an estimated gain of about 3 per cent over a month ago. The weather conditions have been ideal in this section, and it has been many years since wheat made a better showing at this time of year. The shipment of a couple of large cargoes of wheat from here has sent local stocks down to approximately 400,000 bushels. Receipts for the past week have aggregated 20,000 bushels, as against shipments of 222,300 bushels. The Paddock-Hodge Company shipped one cargo to Buffalo to meet the milling demand of New York millers and the other cargo was shipped to Chicago by Rosenbaum Bros. Cash wheat has reflected the splendid crop prospects, and some decline has been made, present quotations being 94½c. May is selling at the same figure, and July and September are quoted at 88c.

There has been a heavy movement of oats recently, receipts for the past week amounting to 117,500 bushels, with shipments of 57,500 bushels. The local supply increased last week 38,077 bushels to a total of 288,321 bushels. Farmers and small elevators are evidently unloading in anticipation of an unusually heavy yield this year. It is estimated that Ohio has an oats area of 1,357,224 acres, a trifle under the acreage of 1910, but the seeding which is completed has been done under the most promising conditions. Qualities are of the best and there has been a steady eastern demand for Ohio oats. Cash oats is quoted at 34½c. May and July are selling on the same basis, and September is quoted at 33¾c.

A fair volume of corn is also being handled here, total receipts for the past week aggregating 102,000 bushels, with shipments of 56,100 bushels. Heavy local consumption was responsible for a decrease of 71,174 bushels last week to a total of 68,862 bushels. There is still some poor corn coming in, a total of 24 cars "sample" being reported out of 94 cars that came in during the past week. Of the rest 18 cars graded No. 4, 51 cars No. 3, and only 8 cars No. 2. Farmers are now busily engaged with the planting of the new crop, which is being put in under very favorable circumstances. Cash corn is now selling here at 55c, May at 54½, July at 54c, and September at 54½c.

A delegation of Toledo grain men and millers are attending the meeting of the Ohio Millers' State Association at Columbus this week. A profitable gathering was expected. Among those who went from here were David Anderson, Fred Mayer, C. S. Coup, L. Mennel, and E. L. Southworth.

A death of interest to grain men of this section is that of Mrs. W. T. Carrington, formerly of Toledo. She was stricken with apoplexy at her home in New York. M. D. Carrington, father-in-law of the deceased, was a pioneer grain commission man of Toledo.

The Toledo Transportation Club at its annual meeting re-elected all its old officers and nearly all its old committeemen for another year. Thomas Conlon is president; Walter H. Blank, first vice-president; W. C. Thomas, second vice-president; E. L. Adams, treasurer, and L. G. Macomber, secretary. The Club voted unanimously to affiliate with the National Federation of Transportation and Traffic Clubs, recently organized at Cincinnati. A gain of 44 new members is reported for the past thirty days. The organization is of much benefit to grain as well as other shippers of this section.

The Toledo Grain & Milling Company was last week made defendant in a \$20,000 damage suit in the Common Pleas Court here. The plaintiff, Joseph Posadny, claims that on January 20, while employed in the company's flour mill, he was injured by reason of his clothing catching on a set screw on the shafting, and that his left ankle was fractured, his arm broken in three places, and his back sprained.

The Pennsylvania Railway Company is running a train across Ohio for the purpose of making germinating tests of corn and instructing farmers in the growing of the cereal. It is co-operating with the Ohio State University, which some time ago announced that germinating tests show that seed corn this year is exceptionally low in vitality. Lecturers from the state college accompany the special, among whom are Profs. Alfred Vivian, F. E. Welton, W. H. Darst, A. G. McCall, C. G. Williams, E. B. Waid and A. B. Graham. Many of the smaller towns of northern Ohio are being visited, including Conway, Middleport, Delphos, Elida, Lafayette, Ada, Dola,

Forest, Kirby, Upper Sandusky, Nevada, Crestline, Perrysville, Loudonville, Custaloga, Smithville, Burton City, Louisville, Beloit, Garfield, and New Waterford.

James Mattimore, father of James T. Mattimore, Toledo representative of the Finley Barrell Company of Chicago, died at St. Vincent's Hospital in this city recently, following a two weeks' illness. He was 83 years old and had been a resident of Toledo for the past 60 years. He is survived by his son, James T. Mattimore, and two grand children. The remains were laid to rest in Calvary cemetery.

The Toledo Chamber of Commerce and the Business Men's Club, the two most important commercial organizations in the city, on Tuesday night voted unanimously to consolidate under the name of the Toledo Commerce Club. J. Gazzam McKenzie, president of the Chamber of Commerce, and L. J. Paine, secretary, will probably be chosen to fill similar positions in the new organization. The annual dues are \$16 per year for active members and \$20 initiation fee. The board of trustees will consist of fifteen members. The new organization will have a membership of 1,259. It is estimated that 600 new members will come in during the next year. It will occupy the quarters of the Business Men's Club in the Nicholas Building. Many Toledo grain men and millers are members of the organization whose primary object is to boost Toledo.

So decisive has become the opposition to the proposed Huber seed bill, which for several months has been pending in the Ohio state legislature, that it is now said the measure will be withdrawn and another less drastic submitted to the senate in its place. Senator Karl Keller of Toledo has waged a determined fight to prevent the passage of this legislation, which dealers here say will kill the local market as a clover seed center. Under the provisions of this bill, it is required that seed shall be 99.80 per cent pure, which is an impossibility. Chief Grain Inspector Culver is now in Columbus as a representative of this market, using his influence against the passage of the bill. Legislators are hearing from their rural constituents in protest against the bill. More than a million and a half dollars is invested in Toledo in clover cleaning machinery; and dealers say that if the law is passed it will amount to a confiscation of this property, as it will be impossible to so free seeds of ox-eyed daisies, buckhorn, broad-leaf plantain and other native so-called "noxious" weeds to a purity of 99.80 per cent. As Ohio produces annually from a million and a quarter to a million and a half bushels of clover seed, which sells at about nine dollars a bushel, it will be seen that the stake being played for is a large one. The Ohio product is purchased throughout the world without question, and is pronounced as good as the market affords, and this without the operation of any such drastic restrictions. Thousands of farmers in Ohio who have relied upon their fanning mills will be unable to comply with the law if enacted and consequently will be thrown out of business. An enormous sum of money will also be required to enforce its provisions, which require inspectors all over the state.

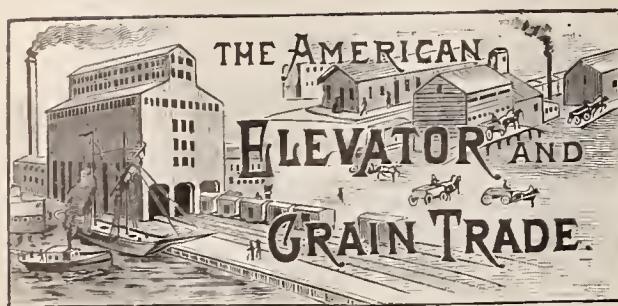
Toledo, May 10.

THE SESBANIA PEA.

As was to be expected, says an English exchange, the success of the Soya bean as an article of commerce has stimulated experiment with other leguminous plants; and it looks as if the Sesbania pea, says the Journal of the Society of Arts, which grows well on the land annually inundated by the overflow of the Colorado River in Southern California and Mexico, will soon be in some ways a rival of the Soya bean. The pea cannot supplant the bean with oil seed crushers, as it contains only 6 per cent of oil, but it is likely to be a formidable competitor in the oil-cake markets, as it is claimed that the meal obtained from it can be used in place of linseed, cotton-seed, or Soya bean meal. The value of samples which have been forwarded to England has been estimated at about \$25 per ton c. i. f. London. The quotation for Soya beans on the spot at Hull is about \$40.

The Sesbania pea, growing wild, costs little to produce. It is only a by-product, the plant growing from 10 to 16 ft. high, and the stalks containing a valuable fibre for use in rope-making. It is said that with sufficient harvesting machinery 250,000 tons per season could be marketed. Each pea stalk bears from one to two pounds of peas. About 100 tons daily of Sesbania peameal are now being put on the market.

Harry C. Nunn, chief grain inspector of Missouri, having resigned, Magruder C. Fears, chief deputy for St. Louis, has been promoted to be chief inspector, with office at Kansas City, and R. P. Thompson, lately of Omaha, has been made chief deputy at St. Louis. Mr. Nunn will become superintendent of the Kansas-Missouri Elevator Co., which has remodeled its system since the Smith Grain Company failure disclosed the weakness of its system of handling public warehouse receipts and public grain.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon applications.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, MAY 15, 1911.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

THE TYPE OF CORN IS AT FAULT.

A Nebraska farmer, dwelling on the fact that had it not been for the timely arrival in his neighborhood of an "outfit of cattle feeders," there would have been "a discouraged lot of farmers" who would have had no outlet for their soft corn, says he thinks that the new system of testing seed corn and the growing of big corn is the reason there is now so much soft corn every year. He is in part right; the big corn does mature so slowly and does contain so much more moisture than other types, that only in the most favorable seasons will it cure for marketing before the June following picking. But the Nebraska farmer probably forgot, when he said that "when we never thought of testing seed corn we seldom if ever had soft corn," that perhaps in those days farmers did not market soft corn because they did not think they could shell for market any corn, except after it had been thoroughly crib-cured on the cob.

It is true, however, that the "new corn" of the shows is a late maturing grain, that even its best friends do not consider an ideal corn to send to the elevator. Most of the men who win the big prizes with it know it dries out very slowly; they do not send it off their farms and do not intend to do so when they plant it. The moisture problem does not concern them; but the newspaper fuss made over their success with and the glowing tributes paid to their big seed corn are getting a good many people into trouble.

The Illinois complaint against the injustice of the moisture test comes largely from that part of the corn belt in this state where a large proportion of the farmers are growing this kind

of corn; but instead of feeding it, some farmers send it to market without curing, and the men who handle it are "up against it." If the soft corn problem is ever again eliminated from the grain buyer's category of trials of the flesh, it will be through the substitution of a different type of seed corn—something that will mature early and that can be rapidly cured for early marketing—in time, say, to help out the shippers who sell "3 or better" corn in October for winter delivery.

THE CONVENTION MONTH.

Before another number of the "American Elevator and Grain Trade" shall go to press, the June round of grain trade conventions will have begun—first in the Southwest, at Oklahoma City and Dallas, during the latter days of this month; then at Bloomington, Ill., and at Indianapolis, in the middle of June; and finally at Cedar Point, O., a week later; followed by the Council of Grain Exchanges at Milwaukee a week still later; while of the milling industry the two great conventions of the year, that of the Operative Millers and of the Federation, both occur in June. These functions are a great opportunity, and all the dates are so arranged that a man taking his annual outing in June might comfortably take them all in, with pleasure and profit in the doing it. At least, each state convention should be attended by its own dealers. A man who does not hold his own business in sufficient honor to be counted among its presumably representative men at their annual assembling and to try to do his part to elevate its ideals and its methods and to defend, if necessary, its practices by attending and taking part in its annual public deliberations and legislative gatherings, can hardly expect his patrons to accept always and unconditionally his estimate of its high position in the business world.

BILLS OF LADING.

The Commerce Commission on May 10 issued an order in a cotton case, directing attention to the law forbidding the making of false entries on bills of lading, and also ruling that bills cannot issue on constructive possession of the property named in the bill but must evidence only property in the actual possession of the carrier. The order provides also that each bill of lading issued in exchange for another bill of lading shall bear a stamp indicating correctly the nature of the exchange, with the point of origin, destination, and time of making the exchange, so that all shipments may be traced easily.

Of course, it will not be understood from this that the Commission has promulgated any bill of lading on which the above rulings are based. The Commission may or may not have power to do this; but up to this time they have simply recommended the uniform bill in current use, as the "best adjustment" of the bill of lading controversy; and yet in doing so they must have appreciated the fact that the uniform bill has only one unquestionable recommendation—that it is uniform over a large part of the country.

But a bill of lading, with mandatory regulations relating to both the form and the manner

of issuance, that shall satisfy the financial institutions that handle and make loans on order bills, has yet to be written and endorsed by statute. The Stevens bill in the last Congress came nearer to satisfying all interests than any other proposition of this nature, unless it be Bill 127 that appeared in the Illinois house, which was drawn by the American Bar Association and is the one that has been urged by that body in all state legislatures, in order to arrive at uniformity by state law. For even with an authorized interstate bill of lading in use the states still have power to authorize different ones within their own borders.

It has been proposed, therefore, by Mr. Hopkins of the Chicago Board of Trade transportation department, that before any new legislation is asked of Congress, giving unquestionable power to the Commerce Commission to make a bill of lading or determining the provisions of a bill of lading, that the shippers' and the bankers' organizations get together with the lawyers and re-draft the Stevens bill, purging it of any objectionable features, and having had it passed by Congress, then ask the states to separately enact it for local use. It is believed such procedure would settle finally the bill of lading controversy and relieve business of all such unnecessary red tape for order bills as it appears the financial interest of New York contemplate, as the outcome of the cotton bill frauds mentioned on p. 611.

FOOLING THE FARMER.

There was recently organized in Chicago a new association known as the National Association of Managers of Co-operative Grain Companies. The purpose of the association is obvious and perfectly laudable; and no doubt it will have a wholesome influence over the managers and the companies concerned. But some one, in giving out to the City Press Association of Chicago the facts upon which a report of the meeting could be based, elected for some occult reason to convey to the simple scribbler the impression that the association was the first step toward the organization of a great and widespread movement among the farmers to take the management of marketing their grain, etc., into their own hands and to "eliminate" the immortal "middleman" by substituting another with their own label on him.

This false statement of the managers' purpose was speedily followed up by a leader, under a four-line across-the-page heading, by the "Orange Judd Farmer," entitled "Farmers Controlling Their Own Grain," in which the statement was made that, while it has never been proved that there was "any actual organization covering the entire country, it was openly admitted" at an investigation [by the Commerce Commission] "that a sort of gentlemen's agreement, or an understanding, existed between practically all the elevators in the grain belt that there should be no competition in the retail price for grain."

Now, one might submit that for a paper which accepts as its motto a quotation from truthful George Washington, this quotation is hardly consistent with the high standards of honor of its patron saint, so to say; for, of course, no such "open admission" was ever made; while as for the alleged investigation, one

was indeed made in which it was attempted to prove the existence of a "grain trust;" and, although it consumed much of the Commerce Commission's time and cost a lot of money, the findings were so contrary to the "theory of the prosecution," as indicated by Mr. Marble's interrogatories, that the Commission never considered the matter worthy a report; and none has been made to this day.

Just why agricultural papers consider it a part of their duty to keep repeating this everlasting drivel about a "grain trust" in the face of the impossibility of organizing the thousands of grain dealers in the country to suppress competition—as impossible as to organize the farmers themselves—one cannot understand. It cannot be reasonably supposed that an intelligent writer really believes that any such "open admission" ever was made, or that the "admission" could be true even if any witness did so make it. Why, then, continue to repeat a deception that is so diaphanous even a fool can see it is deception that can do no one any good and does put honest men in a false light? It is true, of course, that as Swift said:

There is no quality so contrary to any nature, which one cannot affect and put upon occasion in order to serve an interest,—

but what interest can be served by repeating this old and threadbare fable which no farmer of good sound sense has ever believed or ever will believe?

AN EDUCATIONAL POLICY.

The old "misery" of bills in congress to prevent "gambling" in grain or cotton has already reappeared and notice is given that "hearings" on the bills will be given those interested—as if hearings from now until doomsday were likely to assist in forming a judgment already formed.

In contemplating these recurring "hearings" on this peculiar rerudescence of legislation, one can but realize how true is the remark of "The Market World," that "it is not true that in this country those whose business is unjustly threatened by legislators, either of a state or of the Nation, can count upon a ready response when they appeal to the newspapers or the public at large." The truth is, as the same writer reminds us, "neither the press (for the most part) nor the public at large possess any economic training, or, indeed, care anything about economic principles." Even in the present discussion of the reciprocity agreement, the arguments on both sides are mainly *ad hominem* and rarely go to the principles involved. The ordinary newspaper, indeed, is apparently quite indisposed to discuss economic questions seriously, even when avoiding the didactic, because the subject is "dull"—has no "human interest"; and therefore, to again quote the same writer, "as we possess no common body of economic thought, we are commonly lacking in the ability to perceive quickly the effect on other people's affairs [or our own?] of the unwise and unjust projects of our legislators."

And so it is that this constantly renewing attack on the freedom of contract is permitted to pass with but perfunctory objection on the part of the newspapers, except a very few addressed more especially to the financial interests; and it is rather welcomed than condemned by thousands of men who, if they but understood its

trend, would be deeply interested in the defeat rather than in the enactment of such legislation. This clamor for such laws is a species of infatuation directly traceable to ignorance and the disposition of the newspapers to cater to false principles of economics as containing more appeals to cupidity and as less unpopular with their readers than insistence on sound ones which require thinking for their comprehension.

If the grain exchanges could in some way carry on, through their Crop Improvement Committee, or otherwise, a side campaign of education of the farmer in the principles involved in the marketing of his crops, these "anti-futures" bills in each new congress might come to a stop and the relations of grain growers and grain merchants become more intimate and profitable to both.

PURE FOOD WHEAT INSPECTION.

The pure food decision against the Hall-Baker Grain Co., mentioned here some weeks ago, in which the Agricultural Department agent's libel of "mixed" wheat as adulterated was sustained by the courts, rather startled the grain trade, because the libel and the judicial support of it overruled the official state inspection which had passed the grain in question as veritably of the grade it was sold for. The importance from a business point of view of that proceeding can hardly escape the attention of the trade.

And now comes Dr. J. S. Crumbine, secretary of the Kansas State Board of Health, who, on May 2, in an interview at Topeka, said that, in his opinion, the mixing of No. 1 and No. 3 and No. 2 wheat, after the No. 3 had been cleaned, scoured and otherwise conditioned, "is a practice in direct violation of the food and drug act" of the state of Kansas; and that if the State Grain Commission does not stop the practice he "has concluded such action must come from his department."

Now, of course, one need not countenance the deception of selling grain that is not what it purports to be, to conclude that these "pure food fellows" are getting into the unfortunate habit of "seeing things at night." In a state like Kansas, where all the wheat marketed is substantially of a single variety—hard winter—the conditioning of that grain in an elevator-hospital, in order to purge the low-grade grain of its dirt, impurities and broken kernels, so as to raise its quality thereby and entitle it to a higher grade, does not strike one as being a desperately wicked practice. It converts into merchantable and milling wheat what otherwise must needs be sold for refuse, when in fact it is not refuse at all, but only dirty and seedy grain. The profits of this process of eliminating the refuse that is the cause of a low grading, contrary to the popular supposition, are not the sole usufruct of the elevator man, but they are divided with the farmer, who is paid a better price for his low-grade grain than he will obtain hereafter for it if Dr. Crumbine succeeds in stopping all "mixing."

But, perhaps, the learned gentleman will take counsel of experts before he issues so drastic an order; for the stopping of conditioning low-grades of one variety of wheat is quite a different matter from mixing different varieties

of wheat, such as red winter with hard winter, for example, which might reasonably appeal to a "pure food" official as sophistication.

NO SELLING SHORT.

The great bogey of the farmer and the legislator is the short seller; he is the villain who is responsible for all our grain market ills—low prices, fluctuations in prices, and all those unfortunate uncertainties in business that make it necessary for men to use their brains in order to succeed. But the man who aids and abets his machinations, the long buyer, is he who is entitled to all consideration, to the medals and the rewards. And so we find that both at Washington and at Albany the legislators have before them at this moment bills to suppress the short seller, although only at Albany is the bill rightly named—"Anti-Short Sales" bill.

The singular thing about both bills in question is that the newspaper press—the self-constituted "forum of the people" and makers of public opinion—have had practically nothing to say in derogation of either. And yet if the New York bill were passed it might be used, in that state, if construed literally, to prevent absolutely the making of any contract for the future delivery of any commodity that should not be actually *in esse* and in the physical possession of the seller at the time he made the contract, while if the bills before Congress were passed they would limit all sales of cotton and grain to the transfer of those products actually in hand for instant delivery and destroy absolutely the entire system by which all present as well as prospective prices are made. The result would be, as was the case in Germany when future selling of grain was prohibited in the same way, that no one but the expert buyer could know the current price of either cotton or grain; and the planters would be unmercifully skinned when disposing of their crops.

In short, all these bills are merely devices of incompetent law-makers to turn business topsy-turvy; and yet no one rises to condemn them but "the brokers," who, according to a certain class of newspapers and public spouters, are objecting *prima facie* from an improper motive.

THE HOT BOX.

The "hot box" as a destroyer of grain elevators ought to be obsolete by this time; and it is in the more carefully constructed modern houses. But its potential wickedness is attested by the experience of Memphis, Tenn., a city that, according to Clyde Reichert, a local insurance authority, has in the past nineteen years, lost eleven elevators, valued at \$572,000, by fire, while in seventeen years, as the same authority says, 2,385 grain elevators have burned in the country, entailing a loss of over \$50,000,000, less than half of which was repaid to the losers by the insurance companies. The "hot box" Mr. Reichert indicts as the greatest cause of loss, and he stresses this hazard as a peculiarly dangerous one because there is less danger of a hot-box while running than after the plant has been shut down. This is worth thinking about; but it is rather remarkable that other authorities say more elevators are fired by lightning than by overheated journals.

EDITORIAL MENTION

If your elevator is not rodded against lightning, don't be surprised or pained if it gets hit and scorched this summer.

Chicago has come round at last to Louisville's view that the only true solution of the "transit" problem is a flat rate in and out.

The May situation in wheat, that promised some fine work, appears to have either petered out or to have been a figment of yellow press imagination.

Senator McComber has again introduced in the Senate his national inspection bill. It is so interesting to the people of North Dakota, and doesn't seem likely to affect anyone else, except pleasantly.

The May crop report came after "the close," instead of before it, as in April. This uncertainty about the hour of publication is getting to be even more exciting as a "mystery case" than the report itself, which is usually anticipated by the private reporters and forgotten by next morning.

Kansas railways will try to increase the car-load minimum to 30,000 bushels for intrastate service. The increase is objected to by shippers of grain and grain-products for obvious reasons; which, however, are probably not so burdensome in Kansas as a big carload is in the east, where many small handlers are affected.

The reduction of the export rate Buffalo to Seaboard has put new life into that trade outside of Montreal shippers and steamers, and demonstrated that the American railroads can cultivate their business by meeting competition. For it appears that the cut has turned all the wheat coming down the lakes to Buffalo; while as the corn rate is still up, Montreal elevators and steamers are getting all that grain that is now going abroad.

Speaker Adkins need have no fear that "puts and calls" will ever again have the vogue they once had, even if authorized by law. The Board of Trade officials and all but a few of the cash houses have no interest in such trading, and are certain, in any event, to hedge it about with regulations that will keep it well within limits; for law or no law to justify privilege trading it cannot be different from what it now is until authorized by the Board itself.

"Is a 'corner' a trust?" is a question put up to the U. S. Supreme Court in connection with the Government's action against Messrs. Patten and others who some time ago were said to have engineered a "corner in cotton." The Government's theory is "that any combination which interferes with the right of the manufacturer to purchase a commodity moving in interstate commerce, at prices determined by the competitive law of normal market conditions, directly restrains interstate commerce and violates the Federal anti-trust statute." The lower court held that this theory could not be maintained, saying there was "no direct relation between

prices and interstate commerce, and that the volume of shipments does not necessarily depend upon the lowness of prices."

The Chicago Board of Trade is going to compile the "Visible" hereafter to include private stocks of grain at all "visible supply" points. Considering how readily private stocks could be thrown into the "Visible" at any time it became profitable to do so, the "Visible" of the present rule of compilation can have impressed no one as in the least definitive; and the change of system will be more consistent, at least, and will doubtless be welcomed by the public.

The freight on hay to New Orleans, after June 15, must be prepaid. The rule was made because receivers down there abused railroad good nature and paid their expense bills when they got good and ready, using the freight houses meantime for storage, sometimes leaving hay "lying around" for six months at a time. Under the circumstances, it behoves hay shippers to ship that way only good stock, and to know the kind of men they are shipping to.

The St. Louis Merchants' Exchange receivers of grain, as will be seen by a notice in the "Exchanges" department, are trying to equalize the unfairness to the shipper of the fees fixed by the City Council for weighing wagons loading at the team tracks. The Exchange has made all possible effort to correct the cause of complaint; but being unable to do so, will themselves make an allowance to the shipper of \$1 per car and try to collect that amount from local buyers, who, of course, in equity, ought to pay some part of this expense.

Mr. Goodman's theory of large "invisible" consumption of corn finds an echo in a remark credited to Frank Howard of Centralia, Kan., who says he can remember when Centralia kept three elevators busy handling corn, while two today are really in excess of the needs of the town for elevator service. Yet Nehama County raises as much corn now as ever; but, says Mr. Howard, "in these times we feed corn to almost all the stock on the farm. Stock cattle get corn now, while formerly we had cattle three years old that never had any corn. It is my belief that we will see this same condition continued, and perhaps brought down to still more feeding."

We believe fully in the crop improvement propaganda: more grain and more hay mean more business for grain dealers and hay buyers, who get only about 20 per cent of any crop that is grown, large or small. But we believe also in the education of the farmer in other things, too. It is of little moment, because it has little practical effect where effect is needed, for the grain trade papers to discuss at length the functions of grain exchanges; grain papers do not reach farmers and grain men understand these functions well enough, although some of the trade are arrant kickers at the exchanges. But the thing is to get the farmer to ask himself in all seriousness, "Where and how could I market my grain—620 million bushels of corn and 650 million bushels of wheat, to say no

more—if the facilities afforded by the grain exchanges for its absorption at any time I want to let go, were destroyed, as some legislators wish?" We don't believe the farmer will even think of asking such a question, much less be able to answer it intelligently, unless some kind of a campaign of education in the commonplaces of business economics accompanies the other details of his enlightenment.

The grain and hay dealers of northeastern Indiana, who were recently enjoined as members of an association which the attorney-general of that state conceived to be a "trust," having recovered their equilibrium, now "stand pat," and will contest any further proceedings by the attorney-general. This is a proper attitude. Association work has no reason to concede any of the charges of monopoly, unfairness, or business immortality that are so glibly made against them; and for any association attacked to "lay down" (which of course never entered the heads of these Indiana men) would mean the disintegration of the whole association system and the overturning of all the valuable work done in the past ten or fifteen years.

The Colorado Agricultural College has been encouraging the planting of flax in that state, and recently published an admirable circular of instructions to flax growers. At the prices paid for seed for the past two or three years, and the probable continued inadequacy of this crop for some time to come, Colorado farmers suitably situated who can obtain good seed should certainly find flax attractive. Farmers who read have learned a good deal about flax in the past two years, and should no longer be afraid of it; nevertheless the acreage for some reason (perhaps because a good many farmers do not always sense, or believe, or act on what they read or are told by the "professors" about flax) the acreage increases not at all, to the embarrassment of the paint and oil industries, and their patrons in all parts of the world.

No apology, unless it be to the author for the liberties taken with his text, can be necessary for publishing the article, elsewhere in these columns, upon the "Alfalfa Weevil," now devastating the alfalfa acres of Utah and threatening temporary extinction of that valuable forage plant throughout the entire West. One can hardly conceive at this time of a greater disaster to the agricultural prosperity of a vast area of our Western country and to the stock, dairy and poultry interests elsewhere, than the continued distribution of this noxious insect. As always happens when a living organism is introduced to a congenial habitat barren of its natural enemies, the alfalfa weevil, for about four years after its accidental introduction from abroad, flourished absolutely without an enemy. In that time it was able to establish itself so firmly in its new home, that unless the experiment of introducing from Europe its natural parasitic enemy, now scarcely three weeks old in this country, shall prove a success, there is at this moment no known device that will prevent, and that, too, within an amazing brief period, the at least temporary obliteration of alfalfa from our stores of natural wealth. Doubtless in time another remedy might be

found; but in the meantime the money loss caused by this weevil would be incalculable, and will be heavy under any circumstances.

Elevator men in Indiana quite generally the past winter operated seed germinators at their houses, testing seed corn for farmers free of cost. The practice was greatly appreciated; and, all things favorable to harvest, the wise men who were thus public spirited will no doubt reap the reward of their bit of enterprise by having more corn to ship.

The indictment of the officers of the ore carrying railroads and certain large ore handlers at Cleveland and Pittsburg (110 counts) for making and accepting rebates, rather upsets the recent theory that the carriers had become very good and were giving everybody a "square deal" according to law. How hard is "doom of the sinless life": "Go thou and sin no more." How few can live the sentence.

St. Louis grain men attribute the drop in the American price of wheat during May to the impending reciprocity agreement. But why should the Winnipeg price, then, follow the American absolutely, from day to day, and persist in remaining all the time considerably higher than contract wheat at St. Louis? Whatever wheat from Canada might do here, in the event of a removal of the duty, it is not likely to lower the price.

Minnesota, we are told, will this season go very largely into corn, the acreage ready for corn being larger than ever before in the state; and the enthusiastic immigration officer makes free to predict that Minnesota will at a not distant day be one of the "great corn states." Minnesota has been doing well with corn for some years, and is in a position to do better hereafter, owing to the fact that her farmers are planting a home-bred and strictly acclimated seed—hardy, a good yielder and one that is heavy in corn in proportion to cob, that also matures and cures, sometimes as far north as Brainerd, in happy contrast to our "prize corn" of Illinois, Indiana and Ohio.

In one of his illuminating public addresses, Sec'y Wilson of the Agricultural Department declared that

we can not afford to buy food from foreign countries; and we must see to it that our Western farms produce enough, not only for home consumption, but also to sell abroad and square up the balances of trade.

That may be good business for today, but it certainly is not good statesmanship. Strictly speaking, no nation should send abroad at all, certainly not as raw materials, any of the products of its extractive industries, such as farming, for that is exporting the fertility of the soil, that never can be recovered, and means a certain amount of deprivation to coming generations who should be as much the concern of the statesman as the welfare and profit of the people of today. When we consider the inevitable waste of farm fertility through our American system of sending all sewage to the sea, there to be sunk for all time, the problem of soil conservation will become more and more a live one as the generations follow each other. China now suffers frequently from famine; but suppose the Chinese cities of several thousand

years of age had imitated Chicago's boasted \$80,000,000 expenditure to send American farm fertility to the sea through a sewer a thousand miles long; would any part of China yield food today?

The heavy punishment meted out to the members of Steele, Miller & Co., of Corinth, Miss., convicted of uttering forged Bs/L for cotton and obtaining money on them, will have a wholesome influence, the more welcome because in the several cases involving forged bills for grain no one has as yet been punished through the courts. Where punishment was possible, the "interests" that had loaned money on the faked bills were more anxious to get their money than to put the men into jail; so that it has seemed entirely safe to manufacture grain bills if only the amounts obtained on them were large enough. It may be the case referred to will change the complexion of this kind of sophistication.

It has been truly said that the reduction to reasonable bounds of the enormous waste of property in this country by its destruction by fire, now amounting to \$250,000,000 a year, lies in the hands of the American public. But the public must be brought to realize that the enormous drain of preventable fires upon the national wealth and that the hundreds of lives which are annually lost are due to carelessness in one form or another before they will make the effort to check the waste that will result in permanently bettered conditions. The average man seems to believe that the succession of fires is inevitable, just as our forefathers believed that plagues and epidemics were inevitable. But the latter became prevented when the people individually and collectively were convinced that plagues could be prevented by giving heed to proper sanitary rules; The epidemic of fires could be checked in the same way if men individually and collectively would give heed to proper rules for the construction, protection and daily care of their property.

President Garneau of the St. Louis Merchants' Exchange, in opposing, some months ago, an appropriation by that body in aid of the Crop Improvement Committee (which was made), gave as the reason for his objections, that the Agricultural Department, Agricultural Colleges and Experiment Stations and other public and quasi-public bodies are doing the same work, and to further duplicate it would be waste. His position seemed well taken; but the curious thing about it is that it was not, for the reason that, barring the "extension work" done by the college professors in conjunction with the railroads, very little of the learning stored in and supposedly exuding from the learned bodies named finally seeped down to the farmer. It was only when the Iowa grain dealers started on their campaign, with some of the modern sensational evangelist's loud methods utilized to awaken interest, with more or less spectacular novelties and with much advertising, that the farmer began to sit up and take notice. The original idea was "peppery," but it was practical. One may well doubt if the growers are all awake even now; and by the same token, if the Committee's work is to be worth the price,

it must address itself in somewhat the same manner to those who did not harken to the voice of the earlier prophets of the good seed trains.

The Government has been experimenting with the kiln-drying of hay, and finds it quite satisfactory. In the experimental work alfalfa hay, dried in twenty minutes in a kiln, retained the original green color of the plants growing in the field, and was greatly relished by stock; but the comparative value of kiln-dried and open-air cured hay has not been determined. Enough has been learned, however, that it is said hay kiln-cured does not so fully lose its sweetness and nutrition by evaporation as when cured in the sun and open air, and that this is the secret why live stock find it so palatable.

That the pure food law is the "real thing" is coming to be more and more apparent as the Agricultural Department gets its wind and finds time to shoot at a new spot. The latest target is rice. It has long been known to all rice consumers of cleanly habits, that rice bought at the groceries must be washed carefully before cooking, and that in doing so a mysterious white sediment is precipitated in the water so used. This sediment, they may have later learned, is talcum (clay) powder, such as milady dusts upon herself after she has carefully removed a different kind of dirt from her face. The polishing of rice by coating it with talcum and glucose, or an equivalent, has been the practice for years and years; but the experts of the Government are now certain that the talcum is a dangerous adulteration, because undoubtedly there are housekeepers too careless, too dirty naturally, or too ignorant to wash rice before cooking and eating it. And so the polished rice must go as "adulterated," a test case for that purpose having been begun at Washington on April 24, by a libel of 2,500 pounds of polished rice brought to the Capital.

The Agricultural Department's compilation of data obtained through its correspondents on the cost of producing corn is interesting, but one may not improperly question its accuracy, because farmers are notoriously poor bookkeepers. The item of interest on the value of corn lands is another point of attack, because it is a well-known fact that farm values have been greatly inflated in recent years; and high prices have been paid for lands that have yielded only a very small income to the holder who was not also joint farmer with the tenant on the place. And, after all, what does it amount to? The rent of a farm, or interest on the investment, really cuts no figure whatever, either in the price of the products of the land or the owner's program as a farmer; that is to say, as a good farmer he will devote his lands to the production of the staple products only as scientific rotation of his crops dictates. Farming itself is not a get-rich-quick business; but in the long run it yields to every man who is prudent, frugal, industrious and patient a good living; and whether his land is "worth" \$50 or \$200 an acre is to the farmer more a matter of paper reckoning, "book value," than a practical factor for his daily consideration as a business man. Nine-tenths of the farmers will say farming "doesn't pay," but they keep right on farming.

TRADE NOTES

The Webster Mfg Company of Chicago, Ill., has been awarded the contract for the marine leg and all accessory machinery of the Frontier Mill & Elevator Company at Buffalo, N. Y.

The Macdonald Engineering Company of Chicago are erecting the first of a series of nine reinforced concrete grain tanks 25 feet diameter and 65 feet high for the Sparks Milling Company at Alton, Ill.

The National Automatic Scale Co. of Bloomington, Ill., will keep open house during the annual convention of the Illinois Grain Dealers' convention held in Bloomington, June 13 and 14. Visiting grain men will find the latch string out at all times at their office and works on Douglas street.

We omitted to state in our April issue that the elevator described therein, owned by Campbell & Co. at Angola, Ind., was designed and built by Hodgman & Brown of Dwight, Ill. This firm makes a specialty of grain elevators at country points and have erected very many substantial and economical working houses.

The "Queen of May" surely appears on the calendar for the current month of the S. Howes Co., Inc., of Silver Creek, N. Y. The illustration shows their "Eureka" Perfected Milling Separator with automatic steel sieve scrapers, self oiling boxes, and style of heavy construction. It is a handsome machine and built for service every day in the month.

The B. S. Constant Co. of Bloomington, Ill., extend an invitation to grain men to call on them during the two days convention of the Illinois Grain Dealers' convention in that city, June 13 and 14. Their office and shops are at Douglas and Prairie streets not far from the hotels of the city, and they will have some of their principal lines of machines on exhibition either there or at some point convenient to the convention hall.

The John S. Metcalf Co., Limited, of Montreal has been awarded the contract by the Grand Trunk Railway for a 500,000 bushel reinforced concrete shipping elevator to cost, approximately, \$125,000.00. This will be built in connection with their 1,100,000 bushel steel elevator, which they built for them a few years ago at Windmill Point, Montreal, Quebec, and operated by the Montreal Warehousing Co. This additional storage is to be completed and ready for operation for next fall's grain.

The John S. Metcalf Co. of Chicago on May 6 was awarded the contract by the Canadian Pacific Railway Company for about a third of a mile of wharf in addition to that which they have been building for them, making a total of about one and a quarter miles. This work is being done at their new grain terminal at Victoria Harbour, Ont., where the Chicago firm recently completed their two million bushel elevator and are now erecting about 1,500 lineal feet of freight and flour sheds.

The Barnett & Record Co., of Minneapolis, Minn., have the contract for an addition to the present elevator at Indiana Harbor, Ind., owned by Bartlett, Frazier & Co., of Chicago. It will be built of reinforced concrete, the bins being 90 feet in depth and 16 feet in diameter, arranged in a cluster three tanks wide by eleven long, making thirty-three circular bins and twenty interspace bins, with a capacity of 500,000 bushels. The grain will be handled in and out of this addition by the extension of the conveyors in the present storage house.

The citizens of Sterling, Ill., were treated to a unique sight recently when two eight foot flywheels for an 80-horsepower Charter engine, fastened side by side about three feet apart with a piece of large gas pipe for axle, were rolled to the big scales of the Weeks Coal Co. to be weighed, as the Charter Gas Engine Co. had not scales large enough to weigh so large castings. The weight of the fly wheel was found to be nearly four tons, and they go upon an 80-horsepower Charter that has been shipped to Arkansas for pumping water from deep wells for rice irrigation. A 60-horsepower Charter was also shipped for the same purpose. These engines have grown to be very popular for alfalfa and other

mills, grain elevators, irrigating and reclaiming land, etc.

The preliminary program for the June convention of the National Gas and Gasoline Engine Trades Association has been announced. The convention will be held June 20 to 23, inclusive, at the Hotel Pontchartrain, Detroit. Membership in the association is open to manufacturers of engines and accessories, to dealers and individual users, and to any others interested in the development of the various forms of internal combustion. The present officers are: C. O. Hamilton, president, Elyria, O.; O. M. Knoblock, treasurer, South Bend, Ind., and Albert Stritmater, secretary, Cincinnati, O.

L. C. BREED.

L. C. Breed, of St. Louis, one of the most reliable of our correspondents, and a man who has had a long and active connection with the grain and flour trades in St. Louis, Boston and elsewhere, might enter an apology for the brevity of his contribution to these columns this month, in view of the fact that he left St. Louis some days ago for a trip to New York and Boston and his old "tramping grounds."

Mr. Breed neglected to tell us, when calling at this office a few days ago, on his way eastward,



L. C. BREED AND "MEPHISTO."

whether his locally famous black cat, "Mephisto," is in his traveling party; but judging from their intimate friendship while at home, as evidenced by the picture of this interesting pair, somebody is going to be lonesome if Mephisto has been left behind.

The first sales of new crop wheat to arrive at Chicago in July were made on April 21.

The first grain cargo to pass through the Welland Canal this season was corn taken down on April 20 to Prescott from Chicago.

The Western Elevating Association has been continued at Buffalo for the current season. The Association's regular rates are as follows: On all sound grain, for elevating and storage 10 days or parts thereof, $\frac{1}{2}$ c per bu., and for storage thereafter each 10 days $\frac{1}{4}$ c per bu., canal grain handled free. Special summer storage rates have been made, which will be furnished on application to P. G. Cook, secretary of the Association.

The death of "Tom" Patten, son of James A. Patten, grain merchant of Chicago, occurred on the morning of May 14, at the home of his father in Evanston, Ill. He was eighteen years of age and his death was due to the effects of a cold caught last fall while playing football. Pneumonia followed the cold and later the dread tuberculosis ensued. Young Patten was a member of Evanston Academy and, until last fall, was a strong, healthy, hardy boy. He will be buried temporarily in Rosehill cemetery and in August will be taken to Somonauk cemetery near Sandwich, Ill., where Mr. Patten is building a mausoleum.

PERSONAL

A. R. Hicks will manage an elevator at Dewesse, Nebr.

E. J. Hoisington has taken charge of the elevator at Harper, Kan.

Arthur Babcock has taken charge of an elevator at Matawan, Minn.

Earl Tripdett will be in charge of the Farmers' Elevator Co. at Sloan, Iowa.

Mr. Lammy of Seneca is now manager of the grain elevator at Langham, Ill.

Richard J. Reynolds, a Chicago grain man, has been appointed city purchasing agent.

A. P. Jasinski, of Pipestone, will manage the Farmers' Elevator at Lake Wilson, Minn.

N. P. Knutson has taken charge as buyer for the Northwestern Elevator Co. at Grove City, Minn.

John Johnston has taken charge of the Federal Elevator at Glydon, Minn., succeeding Halbert Webb.

E. A. Maiers is grain buyer for the Byrnes Brothers' elevator at Huntley, Minn., for the coming year.

Thomas Thronson succeeds Knut K. Odden, Sr., as agent of the E. S. Movers Elevator at Kerkhoven, Minn.

Charles Robert has sold his cream route and will take charge of an elevator at Storm Lake, Nebr.

M. J. Moe of Galesburg, N. D., is the new manager of the Farmers' Grain Co.'s elevator at Dickinson, N. D.

O. W. Pagel, formerly manager of an elevator at Adrian, N. D., has taken a similar position at Chaffee.

Mr. Port was recently elected manager of the Farmers' Elevator at Onawa, Iowa, to succeed Fred Marquis.

R. J. Meaney has taken charge of the grain buying at the elevator at Waldorf, Minn., as H. D. Miller has resigned.

William Liljegren, who has charge of the elevator at Karlstad, Minn., was recently married to Miss Nancy Lehman.

J. R. Wilson has succeeded E. W. Williams as manager of the Pickrell Farmers' Elevator Co. of Pickrell, Nebr.

James Taylor, ex-sheriff of Towner County, N. D., has been appointed manager of the Farmers' elevator at Perth.

Meritz Thomson, head of the Spokane Grain Co. at Seattle, Wash., has gone to Mexico to attend to his interests there.

Thomas Cocking has resigned his position as manager of the Farmers' Elevator at Osborn, N. D., and will go into farming.

Lant Lockwood, employed at the elevator of Frazier & Son at Nevada, Iowa, has disposed of his interests and gone to Wesley.

A. L. Julius, manager of the elevator at Roberts, Iowa, for some time past, has gone to Galva, and is succeeded by Lewis Mast.

W. H. Hubbard has tendered his resignation as manager of the Farmers' Elevator Co. at Armstrong, Iowa, to take effect June 1.

Hans Lee has accepted the management of the Glenwood Farmers' Elevator Co. at Glenwood, Mont., for the remainder of the season.

Will H. Marshall, manager of the Stockbridge Elevator at Potterville, and Miss Iva Casey were married at Detroit, Mich., a short time ago.

Professor A. M. Harvard, aged 69, has resigned his position with the Otis Telephone Exchange and will enter the grain and feed business in Otis, Mass.

D. Winkel is now manager of Thorpe's elevator at Garretson, S. D., after having held a similar position at Struble for the same company for two years.

M. K. Fowler, assistant treasurer of the St. Anthony and Dakota Elevator Co. of Minneapolis, has resigned and become connected with a house-furnishing company.

H. B. Higham has been chosen manager of the Tolna Farmers' Elevator Co. of Tolna, N. D., succeeding O. B. Hoven, who has resigned to enter business in Montana.

Lee Markley has taken the position as manager of the grain elevator at Uniondale, Ind., which was recently purchased from C. F. Davison by J. A. Brickley and J. B. Miller.

H. J. Jacques of Standish, Mich., has become part owner and manager of the elevator at Whittemore, Mich., formerly owned by the Michigan Cereal Co., and has removed to Whittemore to live.

W. E. Crittenden has succeeded Abner Hendee in the management of the firm of D. B. Crittenden & Co., grain dealers of New Haven, Conn. The business was established in 1860 by the father of Mr. Crittenden, who conducted it until 1879 when Abner

Hendee was admitted as a member. Mr. Hendee has managed the business since the death of D. B. Crittenden, but now resigns in favor of the son.

W. C. Culkins was recently elected superintendent and executive secretary of the Chamber of Commerce at Cincinnati, Ohio, to succeed Charles B. Murray, who held the position for 20 years.

James A. Patten, the wheat king, will take personal charge of the war to be waged against tuberculosis by the Northwestern University. He will probably give \$2,000,000 more towards the work.

A. A. Miller, buyer for the Northwestern Elevator Co. at Grove City, Minn., for the past ten years, has resigned and N. P. Knutson, formerly employed by Nelson Lund & Co., will succeed him.

James Koskan, who resigned his position with the Nye-Schneider Fowler Co. at Howells, Nebr., has taken a place as manager of the grain business at Lynch. Emil H. Mrsny succeeds him at Howells.

Frank D. Lukins has gone into the business of shipping grain, feed, hay and straw in the capacity of broker at Macungie, Pa. He was formerly connected with D. D. and N. D. Fritch, mill owners of that place.

Charles H. Lunt, the originator and first manager of the Board of Trade clearing-house, was a visitor on change, Chicago, the other day. He is now a resident of Boston, where he has lived for over eighteen years.

George C. Johnson, who held a large portion of the stock of the Duff Grain Co. at Nebraska City, Nebr., and was vice-president of the company, recently sold his stock to the president, Edwin A. Duff, and resigned his position.

C. E. McGurie has resigned as manager of the elevator and business of the Stillwater Equity Market of Stillwater, Minn., which is composed of farmers of the American Society of Equity and business men of the city. B. F. Stone of Duluth has taken the position.

EXPORTS AND IMPORTS.

The following is a statement of the exports and imports of various cereals, seeds, etc., for the month of March, 1911, and for the nine months ending with March, 1911, as reported by the Bureau of Statistics, Department of Commerce and Labor (quantities only unless otherwise stated):

ARTICLES.	March, 1911.		NINE MONTHS. ENDING FEB.	
	1910	1911	1910	1911
<i>Exports—</i>				
Barley, bu.	24,829	364,449	2,959,684	8,803,740
Buckwheat, bu.	15,618		155,037	193
Corn, bu.	5,229,192	10,054,426	29,046,781	50,023,358
Corn Meal, bbls.	26,123	55,970	247,142	340,797
Oats, bu.	160,922	139,526	1,022,734	1,152,606
Oatmeal, lbs.	620,348	4,533,125	13,758,310	22,689,860
Rice, lbs.	183,671	1,822,669	2,150,490	6,976,385
Rye, bu.	28	979	202,994	2,447
Rye Flour, bbls.	268	447	2,905	5,275
Wheat, bu.	1,203,708	1,882,621	40,614,431	20,426,900
Wheat Flour, bbls.	563,033	829,802	7,462,013	7,518,446
Bran, Millfeed, etc., tons.	3,293	5,145	40,608	41,164
Dried Grains, etc., tons.	3,816	3,695	44,123	49,603
Rice, bran, meal, etc., lbs.	595,285	1,057,952	19,178,479	13,960,681
Total Breadstuffs.	\$8,622,609	\$12,272,410	\$111,734,503	\$97,004,944
Glucose and Grape Sugar, lbs.	9,218,881	14,768,251	79,493,003	103,011,670
Hay, tons.	5,685	4,823	41,500	42,437
Oil Cake and Oil-Cake Meal:				
Corn, lbs.	4,001,476	9,312,059	36,952,681	61,600,617
Cotton Seed, lbs.	50,119,113	38,310,740	519,224,604	631,344,081
Flaxseed or Linseed, lbs.	49,144,979	34,752,614	179,705,874	435,361,118
Vegetable Oils:				
Corn, lbs.	1,189,965	3,350,697	9,044,509	16,753,580
Cotton Seed, lbs.	13,288,707	25,401,098	173,082,865	153,111,177
Linseed, gals.	11,533	17,276	183,410	121,134
Clover Seed, lbs.	342,955	204,723	6,583,497	4,185,456
Cotton Seed, lbs.	739,815	422,151	17,712,877	9,421,972
Flax Seed, bu.	45	154	64,787	390
Timothy Seed, lbs.	3,406,219	1,400,737	23,489,036	8,917,131
Other Grass Seed, val.	\$23,674	\$52,751	\$566,551	\$291,519
Beans, etc., bu.	31,925	20,879	305,001	236,407
Imports—				
Oats, bu.	218,425	34,366	843,626	93,842
Wheat, bu.	5,551	2,411	39,342	507,570
Wheat Flour, bbls.	19,000	5,572	97,662	121,505
Rice, lbs.	10,153,918	8,041,162	60,477,207	54,216,724
Rice, Flour, Meal, etc., lbs.	11,662,101	9,175,401	101,590,504	96,899,315
Castor Beans, bu.	58,753	28,218	595,770	439,022
Clover Seed, lbs.	1,326,750	2,534,255	11,312,051	23,011,853
Flax Seed, bu.	691,245	1,538,585	1,753,589	7,460,274
Beans, etc., bu.	111,100	80,037	\$37,742	888,750

EXPORTS OF FOREIGN MERCHANDISE.

Oats, bus.	24,687	....	209,642	4
Rice, lbs.	879,778	\$63,869	6,187,176	4,277,315
Rice Flour, lbs.	140	11,197	10,470	27,390
Wheat, bus.	5,817	....	12,919	1,361
Clover Seed, lbs.	....	51,962	....	93,862
Other Seeds, value.	\$4,124	\$12,172	\$46,129	\$55,930
Beans, bus.	2,171	330	60,270	9,300

The wheat rate Pacific Northwest to Europe has dropped to 20s. (\$4.80) per ton and even 19s. (\$4.56) has been accepted.

AMERICAN ELEVATOR AND GRAIN TRADE

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain etc., at leading receiving and shipping points in the United States for the month of April, 1911:

BALTIMORE—Reported by James B. Hessong, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	116,093	126,628	219,652	75,247
Corn, bushels.	493,171	238,306	1,221,295	780,150
Oats, bushels.	228,045	179,730	190	140
Barley, bushels.	....	750	....	....
Rye, bushels.	35,817	31,782	....	....
Timothy Seed, bus.	....	2,191	....	1,435
Clover Seed, bus.	733	1,149	....	....
Hay, tons.	6,741	6,669	1,233	2,426
Flour, barrels.	212,752	149,714	113,040	75,807

BOSTON—Reported by James A. McKibben, Secretary of the Chamber of Commerce.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Flour, barrels.	143,123	153,709	57,029	58,845
Wheat, bushels.	81,005	233,600	198,664	317,873
Corn, bushels.	37,870	351,504	237,207	234,584
Oats, bushels.	330,483	322,506	....	17,850
Rye, bushels.	1,000	21,778	....	....
Barley, bushels.	1,262	52,733	8,383	41,686
Flax Seed, bushels.	3,355	1,145	....	1,000
Millfeed, tons.	676	1,206	42	114
Corn Meal, barrels.	1,640	405	1,554	240
Oat Meal, cases.	7,325	43,813	6,271	22,123
Oat Meal, sacks.	15,825	25,520	7,459	15,484
Hay, tons.	13,170	11,090	6,471	1,750

CHICAGO—Reported by George F. Stone, Secretary of the Board of Trade.

Articles	Receipts		Shipments	
	1911	1910	1911	1910
Wheat, bushels.	650,800	557,300	742,200	1,010,464
Corn, bushels.	4,696,250	3,795,350	7,019,975	5,329,348
Oats, bushels.	5,533,300	5,781,900	6,133,500	5,428,082
Barley, bushels.	1,259,800	2,151,764	456,000	703,890
Rye, bushels.	67,000	77,000	35,7	

ELEVATOR AND GRAIN NEWS

ILLINOIS.

Henry H. Schulenberg of Tolono, Ill., intends to repair his elevator.

Gooch Brothers & Co. of Bellflower, Ill., are installing a new scale.

J. H. Marshall is building an addition to his elevator at Richardson, Ill.

J. P. Woolford intends to install a grain cleaner in his elevator at Galton, Ill.

A 20,000-bushel elevator will be erected at Lee Center, Ill., by the farmers.

Pierce & Hamilton's elevator at Gifford, Ill., has been covered with sheet iron.

The milling company of King & Dow intends to erect an elevator at Barry, Ill.

Bader & Co. of Astoria, have purchased the farmers' elevator at Lewistown, Ill.

A 30,000-bushel elevator will be erected at Bondville, Ill., before threshing time.

Thomas Ferguson will probably install a man lift in his elevator at Magnet, Ill.

The Mansfield-Ford Grain Co. of Lake Fork, Ill., has purchased a Boss Car Loader.

A. B. Curtis will probably erect an elevator at Prairie City, Ill., in the near future.

An elevator costing \$10,000 will be erected at Toluca, Ill., by the Farmers' Elevator Co.

A 30-foot addition to the elevator of the Neola Elevator Co. at Adeline, Ill., is being built.

Reisner Brothers will install an automatic scale in their elevator at Hidalgo, Ill., before harvest.

J. M. Quinn will paint his elevator at Arcola, Ill., this spring and install a 26 horsepower dynamo.

The White Rock Elevator Co. of Kings, Ill., has increased its capital stock from \$10,000 to \$20,000.

The capital stock of the Barr Grain Co. of Plainfield, Ill., has been decreased from \$60,000 to \$1,000.

C. R. Barton & Son started to operate their new 20,000 bushel elevator at Springerton, Ill., on May 15.

Crane & McCullough are putting a new roof on their elevator at Rantoul, Ill., besides making other repairs.

The Alton Grain Co. of Alton, Ill., has been incorporated by C. G. Nelson, Charles J. Johnson and A. L. Roby.

At a meeting of the directors of the grain company at Herrick, Ill., it was decided not to "store" any more grain.

The Neponset Elevator Co. has purchased the M. E. Church Building at Neponset, Ill., and will move it to the elevator.

The elevator of the Spencer, Ewing & Hawthorne Co. at Fletcher, Ill., which burned to the ground recently, will probably be rebuilt.

The West Brooklyn Farmers' Elevator Co. is installing a new track scale with a self-registering beam at its elevator at West Brooklyn, Ill.

P. D. Getty & Co. of Bloomington, Ill., has been incorporated by P. D. Getty, L. E. Slick and James P. Hackett, with a capital stock of \$20,000.

W. E. James has traded his elevator at Maroa, Ill., to John Greenholt of Momence for a farm of 120 acres. The elevator was valued at \$7,000.

The capital stock of the B. P. Hill Grain Co. of Freeport, Ill., has been increased from \$30,000 to \$50,000 and the number of shares from 300 to 500.

The Nokomis Farmers' Grain Co. of Nokomis, Ill., has been incorporated by John Pier, David H. Bert and Jacob E. Haller, with a capital stock of \$2,500.

About \$15,000 will be expended in deepening the slip from the Santa Fe's Chicago Elevator to the Chicago river in order to accommodate larger vessels.

A dust house has been erected by the Sibley Estate at Sibley, Ill., just west of the cribs. A long conveyor carries the dust from the sheller to the building.

The foundation is being laid for a new elevator at Ottawa, Ill., by the Triumph Grain & Supply Co., which will be the same size as the company's present house.

The directors of the Secor Elevator Co. of Secor, Ill., have let a contract for an addition to their building to be 18x39 feet in size. The office also will be enlarged.

The elevator at Healy, Ill., a station on the I. C. Railroad southwest of Chatsworth, which was to have been sold recently under the foreclosure of a mortgage in favor of the Commercial National Bank, has been retained by the Healy Grain Co. as

arrangements have been made whereby the mortgage has been extended.

The Mt. Carmel Elevator Co. of Mt. Carmel, Ill., have contracted with McAllister & O'Connor for a marine leg and tower and unload boats from the Wabash river to the elevator.

Shearer & Miller have commenced work on their new elevator at Sibley, Ill. It will be 24x30 feet and 45 feet high. There will be six bins, with a total capacity of 25,000 bushels, and a double dump.

The Mezger Grain Co. of Gerlaw, Ill., has closed a contract with a Chicago firm for the erection of a 20,000-bushel elevator. The elevator at that place recently collapsed, causing considerable damage.

The Grain & Products Co. of Dyersburg, Tenn., has removed its plant to East St. Louis, Ill., having leased the property formerly occupied by the American Wire Co. and will erect an office building and grain elevator.

The Neola Elevator Co. has appointed Will Mundorf manager of its elevator and lumber yard at Sherwood, Ira Shambaugh of its elevator at Sheridan Junction and Edward Grandgeorge of the house at Serena, Ill.

Charles Parrott and Amos Weedman have leased the Fullerton Elevator at Fullerton, Ill. Mr. Parrott will retain his position at the elevator in Farmer City and Mr. Weedman will buy grain at the Fullerton elevator.

Peter Kruse is building a new elevator at Ficklin, Ill. The capacity is 30,000 bushels and the entire line of machinery is being furnished by the Union Iron Works of Decatur. The Burrell Engineering & Construction Co. has the contract.

McAllister & O'Connor have the contract for a new elevator for the Farmers' Elevator Co. at Ridge Farm, Ill. It will have a capacity of 20,000 bushels of small grain and 20,000 bushels of ear corn. Machinery equipment will consist of a Western Sheller and Cleaner and a Fairbanks Scales.

Henry Truby of Joliet, Ill., will erect a 25,000-bushel elevator at Eaton Farm, Ill., owing to alleged dissatisfaction with the present operation of the new Farmers' Elevator at Plainfield. The elevator will probably be ready by July 1. It will be iron-clad and will cost \$8,000. Winfield E. Brown, the present manager of the Minooka elevator, will have the management of the new house.

Secretary S. W. Strong, of the Illinois Grain Dealers' Association, reports the following recent changes among grain dealers of Illinois: P. S. Bronaugh succeeds J. W. Bronaugh, Auburn; Arthur Ford succeeds Ford & Ford, Walnut Grove; B. P. Hill Grain Co. succeeds C. A. Beebe, Forreston; P. D. Gatty & Co. succeeds Bartlett Frazier Co., Farmer City; E. Schmidt Co. succeeds Eugene Schmidt, Bonfield; S. K. Bankert succeeds Kaiser & Co., Newman; P. D. Gatty & Co. succeeds H. W. Bailey, DeWitt; P. D. Gatty & Co. succeeds Bartlett, Frazier Co., Kumler; Weedman & Parrott succeeds O. H. Rink, Fullerton (Farmer City P. O.); W. J. Wachlin succeeds B. P. Hill Grain Co., McConnell; John Karcher & Son succeeds Karcher & Jackson, Kerscher; C. A. Burks & Co., succeeds J. H. Harman, Beason (mail Decatur); George W. Walker & Co. succeeds C. L. Wood & Co., Derby (mail Gibson City).

IOWA.

The old elevator at Sanborn, Iowa, is being demolished.

Peter Ehlers is enlarging his elevator at Minden, Iowa, and repairing it.

The new elevator at Hastings, Iowa, will probably be finished by May 15.

The elevator at Knoke, Iowa, which was recently destroyed by fire, will be rebuilt.

Ogden Brothers have traded their elevator at Akron, Iowa, for Wisconsin land.

The farmers in the vicinity of Hancock, Iowa, are organizing a farmers' elevator company.

Dietrich Grieme of Hanover, Iowa, has purchased a new grain elevator and a new gasoline engine.

W. W. Patton has sold his grain elevator at Spirit Lake, Iowa, to E. S. Myers, who will take possession July 1.

W. W. Patton has sold his elevator at Milford, Iowa, to K. S. Myers, who will take possession about July 1.

The Farmers' Elevator Co. of Beaman, Iowa, has sold its elevator to the Elet Lipley Co., who will demolish it.

An elevator will either be bought or erected by the Toledo Farmers' Elevator Co., recently organized at Toledo, Iowa.

The lease held by the Farmers' Elevator Co. on the elevator at Maxwell, Iowa, recently expired and the Neola Elevator Co., which owns the plant, took possession and will operate it. The new elevator

for the local company will be rushed to completion as rapidly as possible.

George French, of Cherokee, has purchased the eastern Elevator at Storm Lake, Iowa. Charley Roberts is the manager.

Work has been begun on the new Grieg & Zee-man Elevator at Lake Park, Iowa, which will take the place of the one damaged by fire.

An additional store room for small grain will probably be erected by the Neola Elevator Co. in connection with its plant at Parnell, Iowa.

The Reliance Elevators at Britt and Crystal Lake, Iowa, have been purchased by W. J. Schuette of Fairview, S. D., who has taken possession.

The Farmers' Elevator Co. of Elmore, Iowa, has purchased the Hubbard & Palmer Elevator and will commence operations as soon as the crop appears.

The Co-operative Farmers' Co. has been organized at Tama, Iowa, with George Dolezal as president; F. O. Hunnicutt, secretary, and H. D. Cory, treasurer.

The Farmers' Elevator Co. of Dysart, Iowa, has been incorporated with a capital stock of \$15,000, by O. J. Hayward, R. D. Daily, T. H. Schmidt and fifty others.

The Farmers' Elevator Co. has installed two sets of weighing scales, two elevators, two grain dumps, and have otherwise improved the house since moving it from Thrall to Goldfield, Iowa.

The Farmers' Grain & Produce Co. of Ringsted, Iowa, has been incorporated by H. C. Christiansen, Andrew Larsen, C. W. Larsen, Herman Peterson, G. W. Dotson, J. N. Holen and C. F. Nielsen.

The Farmers' Elevator Company of Ericson, Iowa, has been incorporated with a capital stock of \$50,000, for the purpose of erecting an elevator. George J. Boyd, George B. Irving, H. Ricker, Joseph Kemmerer and C. W. Bowman are the directors.

The Tilden Elevator Co. of Tilden, Iowa, has sold its grain and hog business to the Farmers' Elevator Co., which recently incorporated with a capital stock of \$12,000. The Tilden Elevator Co. has been in business 25 years and consists of E. E. Crue and George Krumm.

MINNESOTA AND WISCONSIN.

An elevator will probably be erected at Palmer, Minn.

The Elevator Co. at Foley, Minn., intends to establish a flour mill.

N. O. Sortedal is building a grain elevator on his farm near Norway, Minn.

Consolidated Elevator "D," at Duluth, Minn., has installed a feed mill for grinding screenings.

The Speltz Grain & Coal Co. of Albert Lea, Minn., has established a branch of its business at Hope, Minn.

A 60,000-bushel elevator of reinforced concrete will be erected at Neenah, Wis., by the Walter Brewing Co.

The Door County Equity Elevator Co. of Sturgeon Bay, Wis., has increased its capital stock from \$20,000 to \$35,000.

The Commander Milling Co. of Minneapolis has purchased the John Quirk elevator at Madison Lake, Minn., which was operated by Lewis Fitcher.

The Melcher Lumber Co. has purchased the elevators at Wautoma, Wild Rose and Almond, Wis., which were owned by T. S. Chittenden & Co.

The Atlas Elevator Co. has sold its plant at Tyler, Minn., to local parties who have organized under the name of the Tyler Grain and Feed Co.

The Farmers' Elevator Co. of Northfield, Minn., will erect an addition to its present warehouse. The Honstain Brothers of Minneapolis have the contract.

John Van de Wall, who has been conducting the elevator of the Western Elevator Co. at Cedar Grove, Wis., for the past few years, recently purchased the house.

The Kragness Elevator & Mercantile Co. of Kragness, Minn., has purchased the plant of the Duluth Elevator Co. at that place for a consideration of \$3,750.

Elevator B at La Crosse, Wis., owned by the Cargill Coal Co., is to be torn down and the lumber shipped out west. The house has been vacant during the past year and the property was desired for other purposes.

The R. E. Jones Co. of Wabasha, Minn., will dismantle the old farmers' elevator at Minnesota, Minn., and ship the material to Maiden Rock, Wis., where a new elevator will be erected to take the place of the one which recently burned.

The Western Elevator Co. has sold its plant at Boyd, Wis., to local parties and it will be operated under the name of The Boyd Produce Co. The Boyd Co. has a capital stock of \$10,000 and was

recently incorporated by Albert Butscher, Charles Nelson, H. J. Butscher and Chris Luebstorf.

In order to obtain more room at his elevator, Charles Hilsberg of Bird Island, Minn., will erect a grain and feed house in connection with his present plant.

The W. S. Moore Grain Co. of Duluth, Minn., has been incorporated with a capital stock of \$50,000, by W. S. Moore, J. T. Moore and E. A. Forsyth, all of Duluth.

The Ortonville Farmers' Elevator Co. of Ortonville, Minn., is planning to build a storage house for flour and feed and also to rebuild its elevator and coal sheds.

Joseph West has purchased the elevator at Merrill, Wis., owned by the Thomas Produce Co. and will operate the house under the name of the Merrill Elevator Co.

The Merchants' Elevator Co. of Minneapolis, Minn., has taken over the shipping business of the McIntyre-French Co., which will be run as heretofore, by A. H. McIntyre.

The Farmers' Elevator Co., which was recently incorporated at Trosky, Minn., has closed a deal to buy out one of the local elevators. The company will commence business on July 1.

A meeting was recently held by the Equity Elevator & Warehouse Co. of River Falls, Wis., to change the by-laws and articles of incorporation and to consider plans for the new elevator.

The Wisconsin Malt & Grain Co. of Appleton, Wis., has sold its elevator at Hilbert to the Calumet Count Equity Storage & Produce Co. for a consideration of \$3,000. The house will be overhauled.

E. J. Backlund is president; O. B. Ekman, treasurer, and T. D. Thorson, treasurer, of the newly incorporated Farmers' Elevator Co. at Rosseau, Minn., which has a capital stock of \$10,000.

The Lucan Grain & Fuel Co. of Lucan, Minn., has been incorporated with a capital stock of \$20,000. Nels H. Haag is president; Mrs. Carrie Jenson, vice-president; Hans L. Jenson, secretary-treasurer.

W. D. Gregory, William G. Gooding, William J. Russell, B. B. Sheffield and William H. Sudduth have incorporated the Commander Elevator Co. at Minneapolis, Minn., with a capital stock of \$50,000.

The Farmers' Elevator Co. has been organized at Hayward, Minn., with a capital stock of \$15,000. H. C. Nelson is president; R. E. Dewey, secretary; and J. J. Hove, treasurer. The new company intends to begin business about June 15.

The Farmers' Elevator Co. is building a 25,000-bushel grain elevator at Lamberton, Minn. It will have as machinery equipment one No. 77 Clipper Cleaner, manufactured by A. T. Ferrell & Co.; one Richardson Automatic Scale and 15-horsepower Otto Gasoline Engine.

EASTERN.

W. L. Ware & Sons have started a grain business at Gassetts, Vt.

Thomas Walcott intends to conduct a grain and feed business at West Waterford, N. Y.

William O. Gilbert, of Richfield, Conn., has purchased the grain and feed business of William Parlett of Lee, Mass.

In order to get more store room, George H. Bedford of the Berkshire Coal & Grain Co. has purchased the Millard Shoe Factory at North Adams, Mass.

A reinforced tower is being erected at the elevator of the Frontier Company in Buffalo, N. Y., for the purpose of elevating grain. It will cost \$20,000.

Renfrew & Gibson recently dissolved partnership in the grain and lumber business at West Brattleboro, Vt. Mr. Gibson has sold his interest to John Renfrew, Mr. Renfrew's brother.

Negotiations are pending between the Armour Grain Co. and the D. O. Mills Estate, which will probably result in the leasing of the big Erie Grain Elevator in Jersey City, N. J., by the Armour Co.

The George N. Bartemus Grain Co. has been incorporated at Concord, N. H., with a capital stock of \$30,000, by George N. Bartemus, George C. Bailey, Will E. Harlow, Frank H. Marston, Edward H. DeWitt, and Edward H. Leavitt.

The Buffalo Grain Co. of Buffalo, N. Y., has leased the old Erie Elevator which has been operated by the railroad since its erection. J. M. Jenks of Chicago is president and H. Harrison of Buffalo, secretary and treasurer.

A new power plant has been installed at the grain elevator of the Howard A. Crossman Co. at Needham, Mass., consisting of a 10-horsepower motor and other machinery. The Edison Co. will supply the current instead of the Street Railway Co.

The B. F. Parrott Co., consisting of Arthur F. Parrott and Albert W. Brooks of Augusta, Me., has sold its warehouse and stock to the Fuller-Holway Co., which will conduct a wholesale and retail grain

business, similar to that conducted by the Parrott Co. The business will be an addition to its wholesale grocery business.

Samuel D. and William N. Howard have taken over the grain business of their father, Dwight F. Howard, in Hardwick, Ware and Coldbrook, Mass. Previously Samuel D. Howard was in charge of the Ware branch of the business, while his brother was employed at Worcester.

The Taunton Grain Co. has purchased the entire business of Bliss & Co. at Taunton, Mass., which succeeded the firm of Briggs & Co. The Taunton Co. was established a few years ago when the business of Edward C. Paull & Co. was acquired. It is a branch of the Narragansett Milling Co.

OHIO, INDIANA AND MICHIGAN.

A new grain and bean elevator will be erected by Close & Savage.

It is reported that the Farmers' Elevator at Badaxe, Mich., has been closed.

The Miami Grain Co. of Xenia, Ohio, has reduced its capital stock from \$50,000 to \$1,000.

The Jasper Grain Co. has been organized at Jasper, Mich., with a capital stock of \$15,000.

The Weaver Brothers Co. of Crestline, Ohio, has increased its capital stock from \$25,000 to \$100,000.

A 20,000 bushel elevator will be erected at Terhune, Ind., by Charles A. Ashepaugh of Frankport, Ind.

The National Elevator Co. of Cincinnati, Ohio, has decreased its capital stock from \$50,000 to \$10,000.

The elevator at Monon, Ind., has been sold and the former owner, Mr. Hoesel, will move back to his farm.

The Bay City Milling Co. of West Bay City, Mich., will install a Hall Signaling Distributor in its elevator.

The elevator at Deckerville, Mich., is to be enlarged and equipped with new machinery for grinding all kinds of feed.

The Farmers' Produce Co. of Cass City, Mich., has decided to build a new bean elevator and move the old one, using it for apple storage.

Work of rebuilding the elevator of the Farmers' Co-operative Elevator Co. at Sandusky, Mich., which burned recently, has been started.

The Wadsworth Feed Co. has purchased the grain elevator at Belmore, Ohio, and will operate it in connection with its plant at Warren.

A storehouse for grain is being built by the Enterprise Milling Co. at Chagrin Falls, Ohio, to be used in connection with its elevator.

The Edwards Elevator at Troy, Ohio, has been sold to Fred Ortman and Daniel Yount of Dayton and Andrew Stockum of Phillipsburg.

The Stiefel Grain Co. of Albion, Ind., has been incorporated by Louis Stiefel, J. P. Straus and L. C. Stiefel, with a capital stock of \$15,000.

Two Ideal Grain Driers will be installed by the Hess Warming & Ventilating Co. in the elevator of the Raymond P. Lipe Co. at Toledo, Ohio.

Louis Stiefel, M. L. Hussey and L. C. Stiefel have incorporated the Cromwell Elevator Co. at Cromwell, Ind., with a capital stock of \$4,000.

Thomas New and T. H. Scudder have purchased Patten, Mellis & Buckingham's elevator at Fountaintown, Ind. The elevator was erected in 1898.

E. B. McComb, F. E. McComb and J. A. McComas have incorporated the Capital Grain Co. at Indianapolis, Ind., with a capital stock of \$2,000.

The property of the Romeo Elevator Co. at Romeo, Mich., has been purchased by William Gray, Jr., who will conduct the business in his own name.

The Maple City Grain Co., a new firm, will occupy the buildings at Adrian, Mich., recently purchased from the Riverside Co. by G. Dinius, and will do some feed grinding.

The concrete elevator being erected at Evansville, Ind., by the Igheheart Brothers is fast nearing completion. It will have a capacity of 60,000 bushels and will cost \$10,000.

W. G. Poast of Rushmore, Ohio, recently purchased the People's Elevator at Columbus Grove, Ohio, from Jerome Elliott, who has operated the house for several years.

The Interior Transfer Elevator at South Bend, Ind., was recently sold to the First Calumet Trust & Savings Bank of Chicago for a consideration of \$42,500. The house was owned by Roger L. Foote of Chicago and operated by Elmore & Co.

A farmers' elevator company has been organized at Sheldon, Ind., and the following directors have been elected: Casper Harber, Enoch H. Smith, Harley Somers, Joseph Dehner, D. C. Wybourn, Frank Harber, George Springer, Marshall Wellbaum and William Wagner. William Wagner is president; Joseph Dehner, vice president, and Harley Somers,

secretary and treasurer. The capital stock is \$10,000.

Jenkins & Cohee of Lebanon, Ind., are making improvements on their elevator. They will raise the building and install elevators, legs, and two new dumps. About \$2,000 will be expended.

The firm of G. D. Silliman & Co., consisting of C. D. Silliman of North Fairfield and Mead & Woodward of Norwalk, has secured a site in North Fairfield, Ohio, for a grain elevator and feed and flour house.

The Farmers' Elevator Grain & Hay Co., of Townley, Ind., have placed the contract with the Burwell Engineering & Construction Co., for a new 10,000 bushel grain elevator and a corn crib annex. It will be equipped with a Sidney Sheller, Monitor Cleaner, and Fairbanks Gasoline Engine.

Work will commence May 15 on G. E. Sommers' new elevator at Switch Siding, Ohio. It will have a capacity of 15,000 bushels small grain and 10,000 bushels ear corn and be equipped with an Invincible Cleaner, Fairbanks Gasoline Engine, Western Sheller and B. S. Constant Chain Feeders. McAllister & O'Connor have the contract.

E. W. Ball, formerly in the elevator business at Rushville, Ind., in partnership with his brother, has purchased the interest of A. C. Brown in the Brown & Orme Elevator at that place and will operate it under the name of Ball & Orme. Since Mr. Ball and his brother sold out their business at Rushville to Henkle & Co., Mr. Ball has been engaged in the elevator business at Plymouth, Ind.

MISSOURI, KANSAS AND NEBRASKA.

A. F. Harrell is putting up a grain elevator at Lowell, Nebr.

J. W. Bailey of Brock has purchased an elevator at Lincoln, Nebr.

J. A. Taylor has leased the Missouri Pacific Elevator at Lawrence, Nebr.

The elevator at Harper, Kan., has been opened for business by E. J. Hoisington.

The Wabash Grain Co. has leased the Lincoln Grain Co.'s elevator at Wabash, Nebr.

John F. Jones is installing a Hall Signaling Distributor in his elevator at Voda, Kan.

A new warehouse was recently erected by the Rushville Milling Co. at Rushville, Nebr.

Swen Larson has a new elevator in the course of erection on his farm near Norway, Kan.

Wall & Rogalsky have opened their elevator at Groveland, Kan., after having repaired it.

A new elevator is being built at Deweese, Nebr., near the one which was destroyed by fire.

The capacity of the plant of the Red Star Mill & Elevator Co. at Wichita, Kan., is being doubled.

The Nye-Schneider-Fowler Grain Co. of Omaha, Neb., has increased its capital stock to \$500,000.

A farmers' elevator company will probably be organized at Detroit, Kan., and an elevator erected.

A Hall Signaling Distributor has been installed by the Updyke Grain Co. in its elevator at Goehner, Neb.

The elevator of Robert T. Ray at Herington, Kan., which was recently destroyed by fire, will be rebuilt.

W. P. Grisham intends to erect an elevator at Asbury, Mo., and has purchased over seven acres of land.

A. B. Wilson has secured the interest of M. J. Beausang in the Jones Grain Co. of Nebraska City, Nebr.

The Burlington Elevator at St. Louis, Mo., which was partly wrecked by a wind storm recently, will be rebuilt.

The Farmers' Grain & Live Stock Co. of Lewis, Kan., is equipping its elevator with a Hall Special Elevator Leg.

The Updyke Grain Co. has equipped its elevator at McCook, Nebr., with a 7-bushel Sonander Automatic Bagger.

Johnson & Graham, who are staking out a new townsite north of Ames, Nebr., intend to erect an elevator there.

The elevator owned by the A. I. Woodsum Grain Co. of Lexington, Nebr., is being moved a few blocks from its old site.

H. E. Fonda & Brothers of Genoa, Nebr., have been incorporated under the name of H. E. Fonda & Co., with a capital stock of \$50,000.

The Foster Grain Co. has leased its elevator at Lushton, Nebr., to the Van Wickle Grain Co. of York, C. D. Walters will continue as manager.

M. T. Shepherdson, Charles Stidham, E. Lowe and others have incorporated the Shepherdson Grain Co. at Omaha, Nebr., with a capital stock of \$25,000.

The contract to build a 15,000-bushel elevator for the farmers at Edgar, Nebr., to remodel their old elevator and install a new No. 34 Barnard & Leas

Separator and a 20,000-bushel ironclad elevator has been let to G. H. Birchard of Lincoln, Nebr.

The elevator of the Aetna Mill & Elevator Co. at Wellington, Kan., which was recently destroyed by fire, will be replaced by a concrete house.

Prazak Brothers & Polcin have disposed of the plant of the Clarkson Milling & Grain Co. at Clarkson, Nebr., to William Frost of Central City.

The Citizens' Lumber & Grain Co. at Wahoo, Nebr., has been incorporated with a capital stock of \$40,000 by Paul Cosandier, Louis Cosandier and others.

The K. B. R. Milling Co. of Marquette, Kan., has purchased four elevators from the Thorstenberg Grain Co. at Marquette, Langley, Crawford and Genesco.

J. C. F. McCauley will build a 50,000-bushel elevator at Fowler, Kan., before harvest time. The house will be built of concrete and was planned by Mr. McCauley.

The Grain Valley Lumber & Grain Co. of Grain Valley, Mo., has been incorporated by S. L. Luttrell, W. E. Luttrell and S. M. Turner, with a capital stock of \$5,000.

A dump house is being erected at the warehouses east of the elevator of the Snell Mill & Grain Co. at Clay Center, Kan. Electric motors will be installed to handle the grain.

The Seward Grain & Live Stock Co. of Seward, Nebr., has been incorporated with a capital stock of \$75,000, by Henry Figard, Julius Hentzen and Charles T. Nelson.

The Farmers' & Merchants' Elevator Co. of Filley, Nebr., has been incorporated with a capital stock of \$15,000, by Charles Hughes, P. M. Anderson, T. C. Hagerman and others.

The Eldorado Milling & Grain Co. of Eldorado Springs, Mo., has been incorporated with a capital stock of \$10,000, by William H. Anthony, Millie A. Anthony, T. E. Eddlemore and others.

The Farmers' Union of Rooks County, Kan., has purchased the site of the Mutual Elevator at Stockton, Kan., and will erect a modern house. The Mutual Elevator burned several years ago.

G. H. Birchard of Lincoln, Nebr., has the contract to install a combined sheller and cleaner for the Farmers' Elevator Co. at Crete, Nebr., to be operated with a 10-horsepower gasoline engine.

G. H. Birchard of Lincoln, Nebr., has the contract to build a 20,000-bushel iron-clad elevator for the Stuttgart Elevator Co. of Stuttgart, Kan. The house will have concrete hoppers and a Fairbanks Engine and Scales.

A farmers' co-operative elevator will be built at Plevna, Kan., by an organization recently formed for that purpose. S. E. Davinson is president; J. W. Campbell, vice president; P. T. Snyder, secretary and George N. Pew, treasurer.

A 20,000-bushel iron-clad elevator will be erected by G. H. Birchard of Lincoln, Nebr., for E. G. West at Gothenburg, Nebr. It will have a No. 34 Barnard & Leas Separator, a 1,000-bushel automatic scale and will be driven by an electric motor.

WESTERN.

A farmers' elevator company is being organized by the farmers around Dennis, Mont.

The W. O. Kay Elevator Co. has moved its headquarters from Ogden, Utah, to Salt Lake City.

A meeting was recently held to consider the proposition of erecting an elevator at Ismay, Mont.

Lavina, Mont., is desirous of having an elevator as considerable wheat is raised in that region.

A firm by the name of T. L. Paul & Co. will carry on a grain and hay business at Inverness, Mont.

The St. Anthony Milling & Elevator Co. at St. Anthony, Idaho, is equipping its elevator with two Hall Signaling Distributors.

The Western Grain & Lumber Co. of Lewistown, Mont., will build a number of elevators during the summer. The company has sold its lumber business.

The Farmers' Elevator Co. of Moore, Mont., intends to erect an elevator at Glengarry, Mont., beginning work about June 1. The house will have a capacity of 25,000 bushels.

The Prince Grain & Milling Co. of Santa Ana, Cal., has been incorporated with a capital stock of \$50,000. E. H. Prince, W. N. Prince, E. L. Prince, J. P. Newell and R. E. Williams are the directors.

The Inland Milling & Feed Co. of Colfax, Wash., has purchased the business of the George McMillan Grain Co. at Portland, Ore. Sam Boyer, manager of the Colfax Company, will go to Portland to manage the new business as soon as the Colfax business can be sold.

The farmers in the vicinity of Pilot Rock, Ore., are planning to organize a stock company for the purpose of handling their own grain. The Pilot Rock local of the Farmers' Educational & Co-operative Union has taken an option on the building

owned by the Interior Warehouse Co., which has a capacity of 80,000 sacks.

The Farmers' Union of Illo, Idaho, has organized the Lewis County Rochdale Co., Ltd., to construct a \$10,000 grain warehouse at that place.

G. H. Birchard has the contract to build a 10,000-bushel elevator at Hardin, Mont., for the J. W. Denio Milling Co. It will have a concrete foundation, be iron clad and contain a 12-horsepower engine, a Fairbanks Scale and a feed mill.

The Gallatin Valley Milling Co. intends to erect elevators at Bozeman, Hot Springs, Salesville, Camp Creek and Manhattan, Mont., in time for next season's crop. The houses will have from 50,000 to 75,000 bushels capacity each and be used to supply the company's mills at Belgrade, Mont., and Seattle, Wash.

CANADIAN.

The Sovereign Grain Co. has started in business in Winnipeg, Man.

An elevator will be built at Mervin, Sask., by a co-operative company.

The Sovereign Grain Co. of Calgary, Alta., is starting a branch at Winnipeg.

T. Colbart of Prince Albert, B. C., has sold out his grain, hay and feed business.

Grain elevators will probably be erected in the city of Quebec, near Diamond Harbor.

An elevator will be erected at Grosse Isle, Man., by the Manitoba Elevator Commission.

J. C. Vernon of Broderick, Sask., has been succeeded by the Farmers' Elevator Co., Ltd.

The Miami Farmers' Elevator Co. of Miami, Man., has decided to sell its plant to the Manitoba Government Elevator Commission.

The Redcliff Mill & Elevator Co., Ltd., of Redcliff, Alta., which has a capital stock of \$100,000, has been licensed to do business in British Columbia with offices at Vancouver. E. Munning is the representative.

THE DAKOTAS.

O. A. Krogan will probably build an elevator at Driscoll, N. D.

A farmers' elevator company is being organized at Lebanon, S. D.

It is reported that Tim Mangan has purchased the elevator at Grant Siding, S. D.

A new elevator will be erected at Gayville, S. D., by the Farmers' Elevator Co. of that place.

T. W. Crissman has closed his elevator at Fessenden, N. D., for the remainder of the crop year.

The Farmers' Grain & Milling Co. at Mayville, N. D., has established a selling agency at Fargo.

A 40,000-bushel elevator will be erected by the Clark Farmers' Elevator Co. at Clark, S. D., at a cost of \$9,000.

The Farmers' Elevator Co. of Alfred, N. D., will rebuild its elevator, which burned recently, as soon as a good harvest is assured.

The Mose Elevator Co. has been incorporated at Mose, N. D., by Hans Aarestad, H. B. Omdal and others, with a capital stock of \$10,000.

The newly incorporated Farmers' Co-operative Elevator Co. at Hecla, S. D., will erect an elevator at that place during the coming summer.

The United Flour Mill Co. of Minneapolis has purchased the line of elevators in South Dakota formerly owned by the Sleepy Eye Milling Co.

The Reliance Elevator Co. recently sold its elevator at Wild Rice, N. D., to the newly incorporated Farmers' Elevator & Trading Co. of that place.

The elevator at Elkton, S. D., has been sold to the Farmers' Elevator Co. at that place and will be moved alongside of the house built by the company several years ago.

The Farmers' Elevator Co. of Mansfield, S. D., which was organized some time ago, has purchased the Marshall Milling Co.'s elevator and employed J. G. Smith as buyer.

A Farmers' Elevator and Trading Co. has been organized at Wild Rice, N. D., with a capital stock of \$10,000. Among the incorporators are J. E. Johnson and Albert Anderson.

Articles of incorporation were recently filed by P. L. Keating, W. M. Crawford, A. H. Burnson and others for the Farmers' Elevator Co. of Stevenson, N. D. The capital stock is \$8,000.

The Farmers' Elevator Co. has been organized at Hardsfield, N. D., with Ole J. Olson, president; Lee Benshof, secretary, and Martin Hong treasurer. A site has been selected for an elevator.

A. W. Tyner of Aurora and his father-in-law, M. P. Bush of Lake Preston, have bought the Sleepy Eye Elevator at Aurora, S. D., and will open the house for business during the coming season.

The Farmers' Elevator Co. of Dimock, S. D., recently contracted with L. Buege for a 35,000 bushel grain elevator. It will be equipped with a No. 10 Clipper Cleaner, a Richardson Automatic Scale and

a 15-horsepower Otto Gasoline Engine. A flour house will also be built with capacity of three car loads.

The newly organized Farmers' Elevator Co. of Stirum, N. D., has elected A. E. Stevens, president and A. M. Thompson, secretary. The company has purchased the elevator owned by F. C. Rector.

The Winter, Truesdell & Ames Co., which recently lost its elevator at Hampton, N. D., by fire, has purchased the Duluth Elevator Co.'s house at that place and will move the elevator over to its own site.

SOUTHERN AND SOUTHWESTERN.

The Rosenburg Mill & Elevator Co. at Rosenburg, Texas, has increased its capital stock from \$10,000 to \$20,000.

A 26-horsepower gas engine will be installed in the plant of the Blanchard Grain & Gin Co. at Blanchard, Okla.

The new elevator of the Robert & Hamner Grain Co. at Memphis, Tenn., has been completed and is now being used.

A 50,000-bushel elevator will be erected by the H. Dittlinger Roller Mills Co., adjoining its plant at New Braunfels, Texas.

The Robey Grain Co. of Oklahoma City, Okla., has been incorporated with a capital stock of \$1,000, by L. K. Robey, H. R. Robey and C. E. Wilson.

F. P. Cooper, H. B. Wilson and C. F. Rahn have incorporated the Coleman Grain & Mercantile Co. of Coleman, Texas, with a capital stock of \$10,000.

The Walker Grain Co. of Fort Worth, Texas, has been incorporated with a capital stock of \$25,000 by J. L. Walker, R. A. Walker and M. M. Neal.

A 25,000-bushel elevator will be erected to take the place of the house at Alexander, Okla., owned by the Moore Grain Co., which burned recently. The cost will be \$5,000.

The Gillette, Hardison Grain Co., which recently lost its plant at West Nashville, Tenn., by fire and is now situated in North Nashville, has not fully decided whether it will rebuild.

Carter, Venable & Co., of Richmond, Va., has been incorporated with a capital stock of \$35,000. H. G. Carter is president; W. J. Carter, vice president; A. Reid Venable, secretary and treasurer.

The Cherokee Commission Co. of Bristol, Col., will probably erect a new warehouse at Memphis, Tenn., this fall, but not an elevator. R. S. Green will be in charge. The company operates large mills in Bristol.

An elevator and a \$75,000 grain mill will be erected at East Thomas, Ala., by E. Wilkinson and some associates. The plant will be of reinforced concrete and metallic construction. The Western Grain Co. is probably a party to the proposition.

A grain firm, under the name of Daniel, Binns & Lawrence was recently incorporated at Nashville, Tenn., with a capital stock of \$50,000. They are now operating the elevator and warehouse of Samuel & Co. on the Nashville, Chattanooga & St. Louis Railway, which they purchased.

New Zealand on March 24 started from Wellington a "test shipment" of grain and meat to London by direct steamer.

Applications for elevators under the new law of Saskatchewan have been made by about 100 points in the province.

The Corn Products Refining Co. is still extending the plant at Granite, Ill., to make jams and jellies. The company is now grinding about 120,000 bushels of corn daily.

S. S. VanDyke, one of the leading men interested in the co-operation company at Plainfield, Ill., and a director of the company, has resigned, sold his store and "quit," Geo. Gates succeeding him in the directory.

A suit was recently brought by John Small against W. H. McCormick, who, it is alleged, failed to deliver the 6,000 pounds of wheat which were purchased by the plaintiff in time to be of use to E. A. Richardson & Co. at Crow Agency, Mont. The quality of the grain was not up to the samples, according to John Small. The plaintiff asks that the \$500 which he paid be returned to him with interest.

Frank J. Miner, former manager of the Merchant's Grain Company, Fourth and Pine streets, St. Louis, was freed from the charge of conducting a bucket-shop, brought against him several months ago, his case pending in the Court of Criminal Correction, having been nolle prossed on April 22. It appeared that Miner was indicted as a principal, whereas he was only an agent.

John Dower's monthly reports as supervisor of weights for the St. Louis Merchants' Exchange continue to show many cases of leaky cars, in March as follows: Leaking at doors, 340; over doors, 28; at boxes, 1,206; at end windows, 59; the following show carelessness by the shipper: cars not sealed, 500; end windows not sealed, 107; end window open, 29. The proportion of defective cars to total received is not published.

THE EXCHANGES

The last published consideration for a Chicago Board of Trade membership was \$2,650 net to buyer.

The Wichita Board of Trade, through one of its members, has another through wire for continuous quotations from Chicago and Kansas City.

The Milwaukee Chamber of Commerce voted down a rule that would permit public elevator operators to engage in the commission business.

The Twentieth Annual Report of the directors of the Philadelphia Bourse was submitted to shareholders on May 9. It was satisfactory to all concerned.

The Wichita Board of Trade after a conference with Chief Grain Inspector Gordon, on April 20, adopted a resolution expressing the sense of the Board that "there should be a change of the grain inspectors at Wichita."

The Fort Worth, Texas, Grain and Cotton Exchange has elected the following officers for the year ending with April, 1912: R. M. Kelso, president; K. Tideman, vice-president; T. J. Moore, treasurer; E. B. Wooten, secretary.

The Nashville Board of Trade has appointed the following committee on grain and mill products: Chas. D. Jones, chairman; R. H. Worke, director, and W. M. Hogan, W. R. Cornelius, Jr., John C. Shoffener and W. G. Wakefield.

The hay committee of the Cincinnati Chamber of Commerce has directed that hay be inspected official, the charge therefor being \$1.30 per car, with no charge for re-inspection; but the direction has not been approved by the directory.

The Milwaukee Chamber of Commerce has adopted an amendment to the Rules so as to include No. 2 northern and No. 2 red winter wheat in wheat grades which may be delivered on contracts for future delivery made in that market.

The annual report of the Milwaukee Chamber of Commerce officials shows a large increase in business of the exchange during its last fiscal year. Pres. Bishop urged that annual dues be made \$35 in order to give the Chamber more funds to extend its activities.

The regular ticket on the N. Y. Produce Exchange is as follows: E. R. Carhart, president; John Aspregen, vice-president; Edward C. Rice, treasurer (all nominated for re-election); directors—Geo. T. Hay, Louis G. Leverech, John R. Wood, O. M. Montgomery, Lyndon Arnold.

At the annual meeting of the board of directors of the Cleveland Chamber of Commerce, held in April last, the following officers were elected: President, Chas. E. Adams; first vice-president, Jas. R. Garfield; second vice-president, W. H. Cottingham; treasurer, F. J. Pierce; secretary, Munson A. Haven.

The Chicago Board of Trade directory has announced that commencing July 10 all the private elevator stocks at visible supply points will be included in the regular report of Visible Supply as compiled by Sec'y Stone. It is also expected that stocks at Omaha and several other important points will be included in the Visible.

Washington Flexner of Louisville, Ky., expelled recently from the Chicago Board of Trade, was on May 8 unanimously expelled from the Louisville Stock Exchange by the members of the local Board of Trade. Members refused to give out a statement regarding the expulsion of Flexner, but it is understood the cause was violations of the rules of the exchanges.

The directors of the Chicago Board of Trade have rejected the proposition to make contract grain, held in cars on track Chicago, after it has been inspected, a good delivery on sales of futures at the end of the month. It was proposed to amend the rules making grain in cars a regular delivery in the last five days of a month where it is impossible to put the grain into store. The reason assigned for refusing the petition was that it was not drawn up in the proper form, and that it would cause confusion in the trade.

CHANGES IN EXCHANGE MEMBERSHIPS.

Chicago.—Sec'y Geo. F. Stone reports the following change in the membership of the Chicago Board of Trade during April, 1911: New members—Walter H. Wrigley, L. G. Clay, J. Edward Graff, A. B. Campbell, Albert J. Kemper. Withdrawals—Walter B. Smith, John F. Upham, Jas. McElroy, P. Pickering, L. A. Lewellyn.

Cincinnati.—Supt. C. B. Murray reports the following elections to membership in the Cincinnati Chamber of Commerce on May 2: E. L. Manchester, Keystone Commercial Co. of Pittsburgh, produce, Maysville, Ky., branch; Christian Nielson, feed and flour, 3507 Harrison Ave.; Ralph Holterhoff, general agent, State Mutual Life Assurance Co., of Worcester, Mass., 918 Union Trust Building.

Milwaukee.—Sec'y H. A. Plumb reports the fol-

lowing memberships in the Milwaukee Chamber of Commerce transferred during April: Harry S. Hayes, Estate of W. W. Cargill, Estate of Jas. McAlpine, Estate of Gottlob Bossert, Henry Manegold. No new members admitted during the month.

Omaha.—Sec'y F. P. Manchester reports that L. T. Sowle has transferred his membership in the Omaha Grain Exchange to Geo. O. Somers.

St. Louis.—Sec'y Geo. H. Morgan reports that Thos. Buchman, of the Buchman Feed Co., St. Louis, has been made a member of the St. Louis Merchants' Exchange by transfer of the membership of J. Buchman.

W. P. BISHOP.

W. P. Bishop, the new president of the Milwaukee Chamber of Commerce, is well equipped for the position, both by temperament and by training, having had large experience in the grain business and long connection with the Chamber. He became a member of the Chamber in 1878, and was engaged in the grain business in Milwaukee at that time as the operator of a grain elevator. He became connected with the old and honored house of E. P. Bacon & Co. in 1891 as an employee, and later became a partner. Still later he was made vice-president



W. P. BISHOP.

of the corporation, when the firm was incorporated as E. P. Bacon Company.

Mr. Bishop has served the Chamber of Commerce in different capacities and been influential in inaugurating various reforms that have proved highly beneficial to the business of the exchange. He served as vice-president of the Chamber of Commerce one year preceding his becoming president.

The E. P. Bacon Co. has offices at Chicago (Postal Telegraph Building) and at Minneapolis (Chamber of Commerce), as well as at Milwaukee.

THE COUNCIL OF GRAIN EXCHANGES.

The mid-summer meeting of the Council of North American Grain Exchanges will be held at Milwaukee on June 28 and 29, the Pfister Hotel being headquarters. The meeting promises to be well attended, all the constituent exchanges being represented by the two legal delegates and also by other members. Other exchanges, not now members, are expected to be represented.

The program is not now ready, of course, but among the live topics that will surely be considered are the following:

Bills of lading.

Trading and grading rules.

Regulation of traveling men.

The pure food law as interpreted by Justice McPherson in the case of the United States *vs.* The Hall-Baker Grain Company.

A credit association for the grain trade.

Legislation inimical to the interests of the grain exchanges.

The work of the Crop Improvement Committee.

Exchanges now members of the Council are the following: Chicago Board of Trade, Kansas City Board of Trade, Toledo Produce Exchange, St. Louis Merchants' Exchange, Duluth Board of Trade, Omaha Grain Exchange, Buffalo Corn Exchange, Baltimore Chamber of Commerce, Philadelphia Commercial Exchange, Minneapolis Chamber of Commerce,

Milwaukee Chamber of Commerce, New York Produce Exchange, Wichita Board of Trade.

ELECTION AT NASHVILLE.

The annual election of the Nashville Grain Exchange took place on April 25, with the following result:

President—Byrd Douglass.

Vice-presidents—S. S. Kerr and R. W. Hale.

Directors—Chas. D. Jones, H. H. Hughes, A. C. Marsh, R. H. Worke, R. H. McClellan.

Secretary-Treasurer—W. R. Cornelius, Jr.

The annual report stated that for the fiscal year of the Exchange 22,000 cars of grain had been inspected against 24,000 for the year 1909-10.

CUSTODIAN'S DEPARTMENT.

The Chicago Board of Trade has established a custodian's department, supervised by H. A. Foss, chief weighmaster, the object of which is to protect the interests of all who sell grain to private elevator operators, as well as the banks who loan money on their receipts. The plan is briefly as follows:

"A Board of Trade custodian, duly appointed by the board of directors, shall be placed at such private elevators, or buildings or places of private ownership, as the custodian committee shall deem necessary; and such custodian shall keep a daily record, containing the official Board of Trade weights of all commodities dealt in under the rules of this association, and weighed by the official board of trade weighmaster, which commodities have been unloaded into or loaded out of such private elevators or other buildings, or places of private ownership."

Other regulations provide for the loading out only on proper certification, for the estimating of the shrinkage incidental to handling and cleaning, and also for the proper insurance of the grain in store.

TEAM TRACK WEIGHING CHARGE AT ST. LOUIS.

St. Louis receivers have for some time been making an effort to minimize the weighing charge on grain unloaded at team tracks, which the city ordinance fixes at 20c per load. As a very large amount of grain is so unloaded at St. Louis, the accumulation of 20c charges per wagon load amounts to a considerable sum per car; but all efforts on the part of the Merchants' Exchange to get the amount reduced have failed so far. In order to equalize the cost of this weighing, therefore, the undersigned receivers have issued the following

NOTICE:

Inasmuch as there has been widespread dissatisfaction among grain shippers to this market, because of excessive and irregular weighing charges on grain unloaded on team tracks, resulting in the turning of consignments elsewhere, to the serious injury of our business; therefore,

Notice is hereby given that the undersigned firms will make a uniform allowance of \$1 per car on all bulk corn or oats sold for team track delivery on and after the 15th day of May, 1911:

Annan, Burg & Co.	Connor Bros. & Co.
Ballard-Messmore	Grain J. S. McClellan & Son.
Co.	G. L. Graham & Co.
Cochrane Grain Co.	Goffee-Carkener & Co.
E. F. Daly Grain Co.	Langenberg Bros. & Co.
W. L. Green Com. Co.	Missouri Commission Co.
Harsh Bros. & Co.	Wm. D. Orthwein Grain
John Mullally Comm. Co.	Co.
Nanson Commission Co.	Picker & Beardsley.
Orvis Grain & Sacking	Parrott-Day & Co.
Co.	Seeley Bros. Grain Co.
Powell & O'Rourke.	Schultz Niemeyer Comm
Smith-Vincent & Co.	Co.
Christ Sharp Comm. Co.	Security Warehouse &
Sherry-Bacon Grain Co.	Elev. Co.
J. H. Teasdale Comm. Co.	Taylor-Hunter Grain Co.
John Wahl Commission Co.	Eaton-McClellan Comm
S. S. Carlisle Comin. Co.	Co.
Morton & Co.	Pendleton Grain Co.
A. Brockman & Co.	Milliken-Helm Comm. Co.
C. H. Albers Comm. Co.	Chas. M. Fresch Grains

First sales of the year of new crop timothy seed were made at Chicago on May 9, one carload changing hands at \$6.50 per 100 pounds for prime new October. August delivery was \$7.25 per 100 pounds bid and spot prime sold at \$12. First sales of new crop timothy seed started last year at \$3.25 per 100, and advanced after the drought scare in the Northwest to \$12.25 and a few small lots of fancy sold as high as \$13 per 100 lbs.

Rye King (H. L.) Goeman bought 8,000 bushels rye from Germany, paid ten cents duty and disposed of it at profit after paying fifteen cents inland freight. Chicago was up to \$1.10 for two rye on May 3 and millers there took 5,000 bushels. Hamburg was up four cents same day on rye. Distillers and vinegar men still need some, but rye bread is now a parlor ornament. Our country needs reciprocity with Germany. Let their toys and rye come in free.—C. A. King & Co.

COMMISSION

It is announced that H. D. Russell & Co. will embark in the general grain and provision business in Chicago, Ill., on May 15.

Articles of incorporation of the Nye-Schneider-Fowler Grain Company of Omaha, Neb., have been amended to make the authorized capital stock \$500,000.

The Hunting Elevator Company, which has had its head offices located at McGregor, Iowa, since 1860, has announced that they will be removed to Minneapolis, Minn.

S. M. Bray, formerly of Memphis, Tenn., whom we announced last month as having left that city for Cleveland, Ohio, is now associated with the Union Elevator Co. of the latter city.

The Capital Grain Co. of Indianapolis, Ind., has been incorporated with a capital stock of \$2,500 to deal in grain, etc. The incorporators are E. B. McComb, T. E. McComb and J. A. McComas.

The firm of P. D. Getty & Co. of Bloomington, Ill., has been organized to carry on a general grain and commission business. Those interested are P. D. Getty, L. E. Slick and James P. Hackett.

John W. McClatchie, for twenty-two years identified with the grain trade of Minneapolis, Minn., has sold his interest in the grain firm of E. L. Welch & Co., and has removed to Medford, Ore.

Carter, Venable & Company have been organized to conduct a grain business at Richmond, Va. The officers are H. G. Carter, president; W. J. Carter, vice president; A. Reid Venable, secretary and treasurer.

A change was recently made in the branch office at Columbus, Ohio, of E. W. Wagner & Co., of Chicago, when C. B. Kearsley resigned as manager and his place filled by George Bope. Offices are in the New Hayden building.

Richard J. Reynolds, who has been connected with Logan & Bryan of Chicago for the past seventeen years, has been given a four-years' furlough by the firm to accept the position of city purchasing agent under Mayor Carter H. Harrison.

Carhart, Howard, Code, Chicago, Ill., has been incorporated with a capital stock of \$40,000 to do a general commission business in seeds, grain provisions, etc. The incorporators are George T. Carhart, Arthur W. Harwood and Daniel J. Phenix.

The W. S. Moore Grain Company of Duluth, Minn., has filed articles of incorporation with a capital stock of \$50,000. Incorporators and offices are Watson S. Moore, president; Jesse T. Moore, vice-president; Edward A. Forsyth, secretary and treasurer.

The United Brokerage Co. of Clarksburg, W. Va., has been organized to carry on a general brokerage business in grain and feed with a capital of \$10,000. The incorporators are H. C. Alexander, J. E. Stealey, R. D. Bailey, C. B. Alexander and A. E. Bailey, all of Clarksburg.

George C. Johnson, vice-president of the Duff Grain Co. of Nebraska City, Neb., has sold his interest in the company to Edwin A. Duff, president of the concern, and will return to Omaha, Neb., where he formerly resided. He expects later to engage in the grain commission business in that city.

Lamson Bros. & Co. with office on the first floor of the Board of Trade building, Chicago, have recently doubled the space they formerly occupied and added to their force and general equipment. All the new offices were finished in dull finish quartered oak and present a very handsome appearance.

Shepard, Clark & Co. have succeeded Shepard & Clark, wholesale grain, hay and feed dealers of Cleveland, Ohio. O. W. Trapp, who was formerly with the Union Elevator, is now connected with the firm and they make the announcement that they are in better shape than ever to give attention to grain orders and commitments. Offices are in the Columbia building.

It is stated that George H. Phillips of Chicago is organizing a new commission firm on a co-operative basis among the farmers of the seven surplus corn producing states of the middle west. The directorate will be made up entirely of country elevator men with farmers as stockholders. Capital stock will be \$100,000. Among the directors are included W. A. Thompson of Louisville, Ky.; V. C. Elmore, Ashland, Ill.; J. K. Riordan, Erie, Ill.; James D. McNamara, Rapid City, So. Dak., and George H. Phillips, Chicago.

The Merchants' Elevator Company has taken over the shipping business of the McIntyre-Freric Co. of Minneapolis, Minn., which will be carefully looked after as heretofore by A. H. McIntyre. This move gives their trade the further benefit of the Merchants' Elevator Company's facilities for bandling barley and oats for prompt and deferred shipment including fireproof storage, rapid and careful transferring in its modern up-to-date grain elevator of half a million bushels capacity, capable

of handling 60 cars per day with 90 cars capacity on its private tracks.

C. H. Thayer & Co. have removed from their old location at 2 and 4 Sherman Street to offices at 206 South La Salle Street, Chicago, the Continental National Bank Building. The removal was made necessary by the tearing down of the building at the old number. The new offices are convenient to the Board of Trade and out of town customers and visitors will be made just as welcome as at the old place.

W. C. CULKINS.

W. C. Culkins, who on May 15 succeeds C. B. Murray as superintendent of the Cincinnati Chamber of Commerce, is a business man of varied training and broad experience, as befits a man called upon to pass on the many and varied problems presented by the conduct of so broadly planned a commercial body as the Cincinnati Chamber of Commerce.

Born in Greenup County, Ky., on May 12, 1868, he was educated in the public schools of Ironton, O., and on leaving school worked first in a grocery and then on railroad contracts before becoming city editor of the Daily Irontonian, the first daily paper published in that city. In 1891 he removed to Cincinnati and was engaged in newspaper work there and elsewhere until 1906, as city editor of the Cincinnati Post and on the staff of prominent journals in New York, Washington and Columbus, besides acting as correspondent for various journals in other cities. His specialty has been politics and civics, in which lines he is recognized as somewhat of an authority.

In 1906-1907 Mr. Culkins was auditor of the City of Cincinnati, after which, until last July, he was vice-president and general manager of the Columbia Life Insurance Co., and since July manager of a special branch of the Equitable Life, which position he resigned to become superintendent of the Chamber of Commerce.

As side-lines of activity, to keep his latent powers in working order, as it were, Mr. Culkins is secretary of the A. G. Corre Hotel Company, operating the Gibson House and Grand Hotel, Cincinnati; president of the Hyde Park Building and Loan Association, and secretary of the Business Men's Club. He is a member of the City and the Pen and Pencil Clubs, Taxpayers' Association, Associated Organizations, National Municipal League; he has been president of the Hyde Park Business Club and of the Federated Improvement Associations. He may have others on his list that have escaped the memory of our informant. These do not include his fraternity affiliations, for he is a member of the Masonic Fraternity, the Odd Fellows and Knights of Pythias.

He still has had time to get married, and his family now consists of his wife and three children, and he looks at life through gilt-edged spectacles.

THE 1910 YEARBOOK.

The seventeenth volume of the Yearbook (1910) will soon be issued by the U. S. Department of Agriculture. In appearance and make-up it differs but little from its predecessors; it contains 28 articles; 49 full page illustrations, of which 8 are colored; and 31 text figures.

The Department's appreciation of the service that the late Senator Jonathan Prentiss Dolliver rendered to agriculture during his public career is expressed in the selection of a portrait of him as a frontispiece.

After Sec'y Wilson's Report the book contains among other things, the following: Twenty-eight articles on timely topics, including four on phases of forestry; on water supplies for agricultural uses; on good roads, road materials, etc.; on topics allied to animal husbandry, poultry, etc.; nine papers on supply and wages of farm labor; nitrogen-gathering plants; insect enemies of tobacco; increased yields of corn from hybrid seed; the utilization of crop plants in paper making; co-operation in the handling and marketing of fruit; precooling of fruit; camphor cultivation in the United States; on cheese and other substitutes for meat in the diet; the respiration calorimeter and the results of experiments with it; and the game market of today, etc. The article entitled "Community Work in the Rural High School" will be of special interest and value; so, too, to dwellers in the larger cities will be the one on "The Value of the Shellfish Industry and the Protection of Oysters from Sewage Contamination," and one on "The Inspection of Imported Food and Drug Products." Articles on "The Migratory Movement of Birds in Relation to the Weather," Review of Weather Conditions of the Year 1910 and Seedtime and Harvest; statistics as to the organization and work of the U. S. Department of Agriculture, the State Departments, and the Agricultural Experiment Stations in the States, complete the new Yearbook.

The volume is distributed principally by Senators, Representatives, and Delegates in Congress, the Department's quota being reserved for its volunteer correspondents.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL.B., of the Chicago Bar.]

Delivery and Passing of Title to Corn.

Manual delivery, the Supreme Court of Nebraska says, in the corn case of Seldomridge vs. Farmers' & Merchants' Bank, 127 Northwestern Reporter, 871, is not always a condition precedent to the transfer of title to personal property bargained and sold. The property should be identified, and, if it forms part of a larger mass, should generally be segregated therefrom.

In this case one party purchased all of another's corn, so that segregation was not necessary for the purposes of identification or appropriation. The fact that the seller twice sold the identical corn was no concern of the attaching creditor. By acquiescing in the re-sale of one-half of that corn, the first purchaser did not relinquish his title to the remaining fraction, but from thence forward the vendees became tenants in common of the mass of grain. If it be conceded that his conduct precluded a finding that the seller intended to transfer to either vendee title to the 2,000 bushels of grain, it became material to ascertain whether the parties intended that title to 1,000 bushels of corn should vest in each vendee. If the acts and declarations of a vendor and a vendee clearly evince an intention to make an immediate transfer of title to a quantity of grain sold from a larger mass of like quality and kind, the title will pass although there may have been no separation of the quantity sold.

Since the intent of the parties must control in determining whether in this case a present vested title to the corn passed to the vendee, the trior of fact, in passing upon that issue, must examine the conduct of the parties in the light of the surrounding circumstances. Here, since the seller did not intend to retain title to any of this corn, but did everything possible short of delivering actual possession thereof to vest that title in his vendee, the court is of the opinion that the trial court was justified in finding that the title did in fact pass.

Where a specified quantity of grain identical in kind and uniform in value is sold from a mass, a separation is not necessary to vest title where the intention of the parties that title shall pass is clearly manifested.

Warranty in Sales of Wheat.

The Supreme Court of California holds (Rauth vs. Southwest Warehouse Co., 109 Pacific Reporter, 839) that the defendant was not liable for damages for furnishing, on a sale of seed barley, beardless instead of bearded barley. It says that there was nothing to indicate that the agents of the defendant did not act in the best of faith, unless that was shown by their failure to explain to the purchasers that the seed barley was of the beardless type, as distinguished from the bearded type. Nor was there any breach of warranty unless the fact that the barley sold was of the beardless kind, instead of the bearded, showed such a breach.

It was doubtless true that if this barley was sold by the defendant as being of the ordinary bearded kind, instead of the beardless, and that the partial failure of the crops of the purchasers was due to the fact that it was of the beardless, rather than the bearded, kind, of which there was no sufficient evidence, the defendant would be liable as for a breach of warranty. It is a generally accepted rule that on the sale of a thing as being of a particular kind or description, stated as a fact, a contract is implied that the article sold is of that kind or description. Substantially, the description is warranted.

This was the rule applied where the buyer expressly asked for early strapleaf, red-top turnip seed, and the seller declared the seed to be such and it proved to be of an entirely different and inferior kind; also, on a sale of large Bristol cabbage seed, and on a sale of White Australian wheat.

To make this rule applicable the circumstances must be such as to amount to a representation of fact, on the part of the vendor, that the article is of the particular kind or description. If the buyer in terms asks for the particular kind and the seller purports to comply with his request, he would probably be held to warrant the article as being of that kind, although he may not have made any declaration in words to that effect. But in this case there was no demand in terms for bearded barley. The demand of the buyers was simply for seed barley, and they were given good seed barley of a kind not shown to be in any way different in quality from the common bearded variety theretofore grown in that locality. The court cannot hold that the jury were warranted in concluding that there was a custom or usage in the country where the purchasers resided, known to the defendant, or so notorious that one engaged in the grain business must be presumed to know it, to the effect that where the word "barley" was used without qualification it meant only bearded barley and did not include beardless barley, although there was testi-

mony that the bearded type had been the kind almost exclusively grown in that county; and of course when the word "barley" was used therein it ordinarily referred to bearded barley and ordinarily when one ordered "barley" he received barley of the bearded kind.

ARBITRATION DECISIONS.

The following decision on appeal was kindly supplied by Sec'y Courcier:

Following are copies of the original award, or arbitration, of case Rosenbaum Brothers vs. Malsbary & Co., decided by the Indiana Grain Dealers' Association, and the decision of the arbitration committee of the Grain Dealers' National Association on the same case, coming to the latter committee on appeal:

Opinion of the Arbitration Committee of the Indiana Grain Dealers' Association in the case of Rosenbaum Brothers vs Malsbary & Company:

We find from careful examination of evidence submitted by both parties to this controversy that there is really no disagreement between them on any point, excepting as to the time on which settlement should have been made, covering shortage on the contract. Both sides practically agree to the amount of the contract and to the amount of the grain shipped to apply; also as to the date of shipment of cars forwarded to apply on this contract. The difference being as to the time of settlement on the shortage, we find that Rosenbaum Brothers claim they are right in making settlement on Jan. 11, 1910, while Malsbary & Co. claim that settlement should have been made on date of the expiration of the contract, which was Oct. 10, 1909.

Rosenbaum Brothers refer particularly to Rule 7 in General Grain Trade Rules, page 109, in Official Directory of the Indiana Grain Dealers' Association, for 1909. This rule provides that when the seller wishes to extend the time of shipment on the contract, he shall advise the buyer by mail, telephone or telegraph. Nothing in these papers indicates that Malsbary & Co. availed themselves of their privilege under this rule to extend the contract; therefore there can be no question as to extension of the contract being desired by them. On the other hand, this rule provides that unless the seller notifies the buyer of his, the seller's inability to complete contract for shipment, the contract shall remain open and in force until either completed by shipments, extended by agreement, bought in or cancelled.

Under this reading of the rule, there is no time limit within which some kind of a settlement must be made. However, reasonable promptness in this settlement is implied in the next sentence of the rule, which states that, "Upon failure to receive notice of shipment, after the expiration of the shipping limit as specified in contract, the buyer may elect either to buy in or to cancel the contract, and shall notify the seller." It is our opinion that a reasonable interpretation of this rule would require settlement to be made promptly on expiration of the contract.

On a declining market no one questions the right of the buyer to refuse to receive shipments started even one day after the expiration of the contract, and it is the custom of the trade to make a strict application of this rule. We see no reason why the rule should not apply with equal exactness when the market is the other way. It is our belief that it is the intention that this rule shall be so applied.

With this interpretation of this rule in mind, it is our decision that settlement of this contract should be made on the bid of the Rosenbaum Brothers, effective for acceptance before the opening of the market, Oct. 11th. In the evidence submitted by Rosenbaum Bros., we find that they were willing to make a settlement on the basis of the Chicago spot price, less 1 1/4 cents per bushel, representing the difference between Chicago and Darlington, Ind. On this basis we have taken 39 cents Chicago, as recorded in the Chicago Reporter for Oct. 11th, as a basis, deducting 1 1/4 cents, making 37 3/4 cents, track Darlington. Rosenbaum Bros. are entitled to 1/2 cent commission in addition, making the net settling price 38 1/4 track Darlington, as against 37 cents sale price, or 1 1/4 cents per bushel against Malsbary & Co., in favor of Rosenbaum Brothers, this amount to be figured on 2674/02 balance due on the contract, amounting to \$38.43 as represented by Rosenbaum Brothers' statement of Oct. 31st, the correctness of which is not denied by Malsbary & Co.

WM. NADING,
R. A. KUHN,
A. F. FILES.

Committee.

Indianapolis, Indiana, June 2, 1910.

The decision of the National Committee on Appeal is as follows:

Rosenbaum Brothers, Chicago, Illinois, Appellant, vs. Malsbary & Company, Darlington, Indiana, Appellee.—The Indiana Grain Dealers' Association, June 2, 1910, rendered an award of \$38.43 and costs of arbitration in favor of Rosenbaum Bros.

The above award was appealed from by Rosenbaum Brothers, as they claim the conditions governing them had been complied with under Rule 7 of the Indiana Grain Dealers' Association.

This rule guides the action of the seller and buyer on contracts that are not completed.

Appellant does not produce any evidence that such requirements had been complied with. The last car shipped on contract was unloaded Oct. 11, 1909, and on that day they knew the contract was 2674/02 bu. 3 White Oats short. Further advice of shipment was never received, with time of contract expiring Oct. 10, 1909.

Final settlement with appellee was later made through money settlement, and no mention made as to further delivery being required.

Rule 7 requires: "Upon failure to receive notice of shipment, after the expiration of the shipping limit as specified in the contract, the buyer may elect either to buy in or to cancel the contract and shall notify the sellers by wire, that unless he, the buyer, be in receipt of notice, by wire, within twenty-four hours, advising that shipment will be completed within forty-eight hours, he, the buyer, will, at the expiration of said twenty-four hours, at once proceed, either to buy in or cancel said contract, and to render a statement to the seller for all loss incurred."

This requirement was never complied with.

Appellant endeavors to revive this contract through calls for deliver, starting Dec. 17, 1909, until Jan. 10, 1910, on which day they bought in for appellee 2674/02 bus. 3 White Oats at 47 1/2 cents per bushel, or at a loss of \$244.

This claim was not allowed by the Indiana Grain Dealers' Association, but they rendered an award of \$38.43 in favor of the appellant.

Our conclusion is that the award of the Indiana Grain Dealers' Association be sustained; and that appellant pay this additional cost of arbitration.

ADOLPH GERSTENBERG,
E. M. WASMUTH,
E. A. GRUBBS,

Arbitration Committee Grain Dealers' National Assn.

Toledo, Ohio, April 21, 1911.

SOME TEXAS DECISIONS.

The following copies of arbitration decisions have been kindly furnished by Sec'y E. J. Gibbs of the Texas Grain Dealers' Association:

Waco Mill and Elevator Co. vs. Belew & Pondrom.—Before T. M. Sleeper and Bert K. Smith, arbitration committee.

Claim filed before the arbitration committee of the Texas Grain Dealers' Association by Waco Mill & Elevator Co. of Waco, Texas, against Belew & Pondrom of Pilot Point, Texas, wherein plaintiff seeks to recover the sum of \$21.47, alleged to be due on the misgrading of two cars of wheat bought from defendants.

This cause was considered by this committee on Sept. 29, 1910, at which time judgment was rendered against plaintiff on the plea of defendants, that no contract was shown to have existed between the Waco Mill & Elevator Company and Belew & Pondrom. The plaintiff then asked for a rehearing, admitting that defendants had originally sold the wheat in question to Seely-Early Grain Co., of Waco, Texas, by whom the contract was sold to plaintiff. The plaintiff also produced a letter from defendants wherein defendants agreed to settle the difference by arbitration before this committee. A rehearing was accordingly granted, and on Jan. 27, 1911, the case was again considered, Mr. J. A. Stephenson serving on this committee in place of Mr. A. B. Crouch, absent. A conclusion was then reached; but the undersigned, a majority of the arbitration committee, desiring to further study the application of our trade rules, instructed the Secretary to defer preparing the award until the next meeting of the committee. On this 17th day of March, 1911, the case came up for final consideration; and as Mr. A. B. Crouch did not sit with us in considering same on January 27, 1911, this judgment is rendered by Sleeper and Smith.

The testimony shows that on June 17, 1910, Belew & Pondrom sold to Seely-Early Grain Co. 2,000 bushels No. 2 soft wheat at 83c f. o. b. for shipment the next week. The confirmations exchanged substantially agree that of Seely-Early Grain Co. stipulating "good No. 2 wheat," while the confirmation of Belew & Pondrom stipulated "No. 2 soft wheat." Both confirmations agree that destination weights and grades should govern. Seely-Early Grain Co. sold the contract to Waco Mill & Elevator Co. and advised defendants to ship the wheat to the Arbuckle Elevator, Dallas, Texas, for account of Waco Mill & Elevator Co.

When the wheat arrived at Dallas it was unloaded by the Arbuckle Elevator and reported to plaintiff as testing 58 lbs. per bushel. The plaintiff thereupon made returns and docked the wheat one cent per bushel, contending that this was correct under the custom of Texas millers. The defendants declined to pay this dockage and contended that under the Trade Rules of the Texas Grain Dealers' Association it was plaintiff's duty to have obtained their

consent before unloading and docking, as prescribed in Trade Rule 36.

We have carefully considered all the facts and testimony and it is clear to us that the contract, as originally confirmed, contemplated wheat to grade "No. 2" at destination, and that the sale was not "Basis No. 2."

We do not think defendants' contention that Rule 36 should apply is well taken, for the shipments were not rejected in the meaning as set forth in that rule; but the contract calling for "No. 2 wheat," we are forced to hold that it was the duty of plaintiff to notify defendants before unloading wheat that it did not grade No. 2. The plaintiff argues that it is the custom of Texas mills to unload and apply No. 3 wheat testing 58 lbs. on contract at a dockage of one cent per bushel, but we do not understand that this is a general rule adopted by all Texas mills; and we are of opinion that the receiver should notify his shippers before unloading and applying any shipment that is below the grade stipulated in the contract.

Judgment is therefore rendered in favor of defendants and the Secretary is directed to return their deposit fee.

Eastern Elevator Co. vs. Keel & Son.—Before T. M. Sleeper, A. B. Crouch and Bert K. Smith, arbitration committee.

Claim filed before the arbitration committee of the Texas Grain Dealers' Association by the Eastern Elevator Co. of Marshall, Okla., against Keel & Son of Gainesville, Texas, wherein plaintiff seeks to recover \$125.24, alleged to be due from defendants on account of their failure to furnish shipping instructions for a car of shelled corn. Mr. U. F. Clemons, for the plaintiff, and Messrs. J. Z. and H. B. Keel, for defendants, appeared before the committee.

The testimony shows that on June 9, 1909, plaintiff sold to defendants one car of No. 3 bulk mixed corn at 83 cents per bushel, basis delivered Texas Group One. The plaintiff confirmed this deal for ten days' shipment, while the defendants confirmed for shipment within five days; and in other respects the confirmations of both parties substantially agree; neither specified the size of the car.

It appears that the defendants were unable to give shipping instructions for the car of corn; and after considerable correspondence between the parties plaintiffs, on July 9, 1909, with the consent of defendants, sold the corn at 58 1/2 f. o. b., a loss of 10.22c per bushel; rendered a bill to defendants based on 1,100 bushels, claimed to be a car-load under the trade rules of the Oklahoma Grain Dealers' Association; and made protest draft on defendants for \$112.42. The defendants allowed the draft to be protested, on the ground that plaintiff should have sold for their account a car of corn not exceeding the average of certain other cars shipped by plaintiff on a previous contract, which average weight was about 48,000 lbs. The defendants also contended that as the corn was bought delivered Texas Group One, 700 bushels should have been considered a car-load as provided in the Trade Rules of the Texas Grain Dealers' Association.

Being unable to agree on a settlement, plaintiff filed its claim as above stated, and demanded the 10.22c loss in price on 1,100 bushels, with interest and protest fee.

After carefully considering all the testimony and arguments, we are of opinion that plaintiff could have shipped a car containing 1,100 bushels under the Trade Rules of either the Texas or Oklahoma Grain Dealers' Associations, and that in the absence of specific agreement to the contrary, defendants would have been compelled to accept same on a contract that called for a "car load." Defendants' contention that smaller cars were shipped on a previous contract will not avail in this instance, for the reason that in said previous contract "small cars" were specially ordered at the time shipping instructions were furnished.

We will, therefore, award plaintiff the loss of 10.22c per bushel on 1,100 bushels of corn, but hold that the \$5 protest fee be eliminated, for the reason that protest drafts, in our opinion, should not be made in such instances. We will also eliminate plaintiff's claim for interest.

It is therefore ordered that Keel & Son promptly pay to Eastern Elevator Co., at Marshall, Okla., the sum of \$112.42; and the Secretary is directed to return the deposit fee of said Eastern Elevator Co.

Carl Carlson is seeking to recover \$5,000 damages from the Nye-Schneider-Fowler Grain Co. of Omaha, Nebr., for permanent injuries which he alleges he received while tearing down the ruins of the twin elevators. He was caught on a portion of falling wall and fell thirty-four feet.

The T. H. Bunch Commission Co. of Kansas City, Kan., has brought a replevin suit in the District Court against the Blair Milling Co. to recover 4,500 meal sacks, valued at \$1,281.80. The company claims also that it has been damaged to the extent of \$1,000 by being kept out of possession of the sacks.

IN THE COURTS

The trial of the case of the O'Neal, Pettit Grain Co. of Hutchinson, Kan., against the Rock Island Railway for the loss of grain in transit, was started recently.

Joseph Posadny has filed a suit for \$24,000 against the Toledo Grain & Milling Co. of Toledo, Ohio, for personal injuries alleged to have been received while in the employ of the company.

Bankruptcy proceedings have been started against Clarence W. Rickerson, doing business as Charles L. Rickerson's Son at New York City. His liabilities are \$14,000 and his assets \$3,000.

The Miami Grain Co. of Xenia, Ohio, recently filed charges against W. J. Farley, bankrupt, alleging that he had committed an act of bankruptcy punishable by imprisonment by obtaining credit on a false statement of his financial condition.

The Alfalfa Meal Co. of Council Bluffs, Iowa, is endeavoring to obtain damages to the amount of \$45,000 from the Union Pacific Railroad Co. for the destruction of its plant by a fire alleged to have been caused by sparks from a passing switch engine.

The Newark Grain Co., of Los Angeles, Cal., has brought suit against the Merchants' National Bank to recover \$13,753, alleging that the bank had no authority to cash checks at the request of their bookkeeper, who is now serving a term in the penitentiary for embezzling that amount from the grain company.

The case of the Stockbridge Elevator Company vs. Robert Booth of Dryden, defendant, which was tried in the Justice and Circuit Court at Lapeer, Mich., and was appealed to the Supreme Court, has again been decided in favor of the complainant, and a judgment ordered for full amount with costs and interest. This suit was instituted to recover the loss caused on account of a car of rye misgrading, and has been in the courts now for several years.

The S. D. Viets Co., hay, grain and flour handlers, which controls the Springfield Storage Co. at Springfield, Mass., recently made a voluntary consignment to William E. Gilbert, vice-president of the Union Trust Co., as its liabilities were \$100,000 and its assets \$6,000. Most of the creditors reside in Chicago, Minneapolis or other Western cities. Sharp competition, difficulty in collecting bills and decline in prices are given as the causes of the failure. The place of business will be kept open until the creditors decide otherwise.

A verdict of \$1,000 was secured by the Vancouver Milling & Grain Co. against the Alberta Pacific Elevator Co. recently. The plaintiffs claimed that they ordered wheat from the Elevator Co. in Calgary, Alta., to be delivered at Vancouver, B. C., but had failed to receive it and were forced to buy the necessary supplies in the open market. The defendants alleged that the plaintiffs had to furnish cars for deliveries and to pay the fixed price after government inspection, but as there was no inspection it was impossible to arrive at any correct assessment of damages.

The Commercial Club of Des Moines, Iowa, is asking a judgment of \$1,500 against the Iowa Corn Growers' Association as a result of the corn show held in the Coliseum at Des Moines last winter. It is alleged by the Commercial Club that the promoters of the show charge as part of the expense of putting the show on, about \$1,905.85 for a typewriter, office furniture, a safe and the payment of \$1,716 to Fred McCullough, all of which was not part of the expense. The plaintiff agreed to furnish the building for a week without charge, to guarantee a sufficient number of paid admissions to pay the expense, and to make up any shortage not in excess of \$3,000. It also contributed \$2,045 toward expenses before the show opened. The taxing of the \$1,905.85 is considered unfair, as the receipts of the show amounted to \$8,210.92 and the legitimate expenses to only \$6,922.63.

THE WALKER CASE.

The prosecution of the Walker Brothers Grain Co. at Fort Worth, Texas, ended in a verdict of not guilty on the instruction of the court to the jury.

The facts in this case, as claimed by the prosecution, briefly stated, are that during the month of July, 1910, the P. J. Mullin Grain Co. of Oklahoma City, sold the Walker Brothers Grain Co. a car of wheat, settlement to be based on mill terms. The Mullins shipped car 4065 K. C. M. & O. out of Breckenridge, Okla., to apply on the sale, and invoiced it on an estimated weight of 66,000 lbs. The car was billed to Fort Worth, but before arriving there, the Walkers diverted it to Dallas, to the New Century Milling Co. The New Century Mill unloaded the car and furnished the Walkers with their weight certificate dated August 1, calling for 70,910 lbs. and settled with them on this basis. The Walkers, however, are said to have settled with the Mullins on a weight of 65,910 lbs., furnishing them with their (the Walkers') Fort Worth weight certif-

icate, also dated August 1, showing the car to have been unloaded at their (the Walkers') plant at Fort Worth, and in substantiation of this weight, they attached a copy of a Fort Worth expense bill, to show that they had paid freight charges there on a weight of 65,910 lbs. The real defendant in the case was J. L. Walker, owner of the Walker Brothers' Grain Co.

The state's case apparently rested on the testimony of the defendant's stenographer, Miss Margaret M. Neal, who refused point blank to testify, although threatened by the court with a jail sentence for contempt, which was not, however, executed. The court then took the case out of the hands of the jury by giving peremptory instructions to them to return a verdict of not guilty, upon the ground that, accepting the evidence presented by the state as true, Mr. Walker had not altered the weight certificate sent to B. F. Mullins of Oklahoma City until after he had lawfully come into possession of the money alleged to have been taken from Mullins. The court interpreted the statute to read that a conviction of theft could only rest on proof by the state that the defendant had the intent and formed the design to steal money on property before it came into his possession.

DRAFT WITH FALSE B/L.

The recent verdict in New York city for \$39,910 in favor of Springs & Co., New York cotton brokers, against the Hanover National Bank of New York, was set aside and a new trial ordered in an opinion handed down on February 1 by Justice Newberger of the Supreme Court in litigation growing out of the presentation of drafts to which were attached bills of lading for cotton supposed to have been shipped from Alabama to New York.

The opinion recites that Knight, Yancey & Co., of Decatur, Ala., in the spring of 1910 placed for collection with the First National Bank of Decatur, a draft for \$39,000 on Springs & Co. Attached to this draft were bills of lading and certificates of insurance, subsequently found to be fraudulent, covering a supposed consignment of cotton by Knight, Yancey & Co. to Springs & Co. The Hanover National Bank presented the draft to Springs & Co., who paid it, but later demanded that their money be refunded, claiming that the cotton had not arrived and stating their belief that the bills of lading and certificates were fraudulent. In the meantime Knight, Yancey & Co. became bankrupt. The Hanover National Bank refused to refund the \$39,000, which had been placed to the credit of the Decatur bank and withdrawn, and suit was started by Springs & Co.

In ordering a new trial Justice Newberger says:

"It would appear that the decisions of the English courts and the Supreme Court of the United States have uniformly held that money paid upon a draft, properly drawn but accompanied by forged bills of lading, when paid by the drawee cannot be recovered back."

"It is conceded that the defendant (the Hanover National Bank) received the draft with the bills of lading and certificates of insurance from the First National Bank of Decatur, who by reason of having discounted the draft was a bona fide holder for value, and in presenting to the plaintiffs and receiving payment therefor the defendant acted as the agent of the Decatur bank.

"It furthermore appears that neither the defendant nor its principal had knowledge that the bills of lading or certificates of insurance were forged. The defendant's authority simply was to collect the amount of the draft. It did not guarantee the validity of the collateral or that the cotton would be delivered.

"It also appears that Knight, Yancey & Co. became bankrupt three weeks after the payment by the plaintiffs of the draft and 15 days after the Decatur bank had drawn the balance in the hands of the defendant, and almost one month before the plaintiffs notified the defendants of the non-arrival of the cotton.

"For these reasons, here stated, the motion to set aside the verdict must be granted and new trial ordered."

Henry Reeves at Decorah, Iowa, has asked for an injunction to restrain the Decorah Farmers' Cooperative Society from preventing the members of that Society selling their hogs to its competitors unless they are paid 10 cents, or any amount, per hundred more than the defendant society is paying (one-half of which amount received in excess of what the Society is paying being required to be paid into the treasury of the Society); and that its officers be restrained from receiving from members who have sold their hogs any per cent of the amount of advance offered by any competitor. Mr. Reeves recites specific instances where this has been done, and alleges that the Society is a combination and conspiracy in restraint of trade, a damage to him, and will ultimately force him out of the market as a buyer. The case will come on to be heard at the next term of the District Court at Decorah.

HAY AND STRAW

An alfalfa mill will be erected at Chadron, Neb., this spring.

Samuel Houk & Sons, of Decatur, Ill., have retired from the hay business.

Five hundred dollars worth of alfalfa seed has been sown in the vicinity of Lyons, Wis.

A new plant, to cost \$25,000, will be erected at Corona, Cal., by the Alfalfa Meal Milling Co.

County Auditor Varaner states that more alfalfa is being raised in Ida County, Iowa, every year.

The alfalfa mill at Adams, Nebr., was recently destroyed by fire with a loss of \$40,000 with \$14,000 insurance.

The alfalfa acreage in Kansas is larger this year and the crop will be harvested earlier than in average seasons.

A fireproof alfalfa mill will be erected at Concordia, Kan., by the Alfalfa Products Co. of Superior, Nebr.

A proposition has been submitted to the business men of Willows, Cal., for the erection of an alfalfa mill at that place.

The Holbrook Alfalfa Milling Co. has been incorporated at Holbrook, Colo., by W. H. Hess and others, with a capital stock of \$10,000.

The alfalfa mill at Hagerman, N. M., is preparing to increase its storage capacity for hay, owing to the large crop expected in the Pecos Valley.

The Halbrook Alfalfa Milling Co. has been incorporated at Halbrook, Colo., with a capital stock of \$10,000, by G. J. Henta, W. H. Hess and D. L. Thomas.

The Philadelphia & Reading Railway announce the cancellation of their embargo on hay consigned to Baltimore, or Hillen Station, Baltimore, routed via Western Maryland Railroad.

The Gilboa Hay Co. of Gilboa, Ohio, has been incorporated with a capital stock of \$20,000, by W. B. Gierhart, Eva R. Perkins, Bessie M. Gierhart and David T. McCullough.

The large hay barn of William Peterson at Brownstown, Ill., was recently destroyed by lightning together with 200 tons of hay, 300 bushels of corn and other grain. The loss is \$5,000.

The Cadams Alfalfa Mill at Cadams, Wash., was recently destroyed by fire, causing a loss of \$20,000. About \$16,000 insurance was carried. The fire was probably caused by spontaneous combustion.

The E. O. Fitzpatrick Co. of Newark, N. J., has been incorporated by E. O. Fitzpatrick, A. Galm and H. Bamberger, with a capital stock of \$125,000. The company will deal in hay, straw, grain, feed and malt.

No 1 timothy hay recently sold on the floor of the Cincinnati Chamber of Commerce for \$24.50 a ton, an advance of 75 per cent over the price the day before. This was the highest price ever paid for hay in the Change.

The affairs of the firm of P. Wannemacker, hay and grain dealers of New York City, are being closed up as both the partners in the business, Peter and his brother Frederick, died a short time ago within a few hours of each other.

The Ryerson Grain Co., of Memphis, Tenn., has purchased the stock and business of the McLaughlin Grain & Coal Co. and has leased its warehouse and elevator which it will operate in the future. The company handles hay, alfalfa, meal, feed and ear corn.

The Cherokee Commission Company of Bristol, Col., will erect a warehouse at Memphis, Tenn., this fall, which will be under the management of R. S. Green. The company operates mills at Bristol, and the Memphis branch will be used mostly in the handling of alfalfa and its products.

New Castle, Pa., reports a shortage of hay and a price of \$25 per ton baled, an \$8 advance over a year ago; loose hay \$18. This is said to be the first year the demand has exceeded the local hay supply of that county. Hay has been imported because farmers refused to sell what hay they have on hand.

Two carloads of machinery for the alfalfa mill to be erected at Woodland, Cal., have been received, and it is planned to have the plant ready in a short time. Fred Maier, the proprietor, intends to construct the building and install the machinery at the same time. The proprietor has asked no bonus except the site.

Only a nominal fine was imposed on the Korn-talfa Milling Co. of Kansas City, Kan., when it pleaded guilty of violating the pure food law. It was alleged that the company sold a certain lot of alfalfa mixed feed containing less than the 15 per cent of protein required by law, when so branded. However, as the Federal authorities recognized that the deficiency was due to error and not to fraud, it was thought better for the company to

plead guilty on the technical charge, with the assurance that the matter would be dropped. The Kornfalfa Co. could undoubtedly have sustained a defense.

The American Alfalfa Milling Co. of Kansas City, Mo., has merged with the Omaha Alfalfa Milling Co. and will conduct the business from the Omaha offices. As soon as the stock is disposed of the plant in the East Bottoms at Kansas City will be sold or dismantled and the business at that place discontinued. E. C. Holder is president of the Omaha Co.; E. O. Ames, vice president; and Charles P. Woolverton, secretary.

Daniel McCaffrey's Sons Co., of Pittsburg, on April 24 received invoices of two cars of timothy hay imported by them from Canada. The hay was shipped from the County of Terrebonne, Province of Quebec. This is the first imported hay to the Pittsburg market in fifteen years past, and, of course, the first under the new tariff act which imposes a duty of \$4.00 per ton on Canadian hay. By the way, the McCaffrey Company will soon reach the end of their forty-fifth year of business on the same site on Fifth Avenue.

Hay is one of Canada's chief crops, perhaps the leading crop, there having been in 1910 8,515,400 acres under grass in the Dominion, yielding 15,488,000 tons, valued at \$149,716,000, against only \$98,525,000 for wheat and \$114,365,000 for oats. The quality was much better than in 1909 and the yield about 3,500,000 tons greater. The best of the crop (clover mixed and timothy) comes to the United States, being consumed in the East, and the inferior quality, from Quebec more particularly, goes to Europe. As the American markets of the East are in need of the Canadian stock, the price in Canada is \$4 and transportation less than consuming markets on this side.

The Pennsylvania Railroad advises removal of their embargo on all shipments of hay consigned to all stations at Baltimore, Md. The New York Central modified the embargo on hay on April 21 and will now accept reconsignments to Bush Terminal, Brooklyn, on hay shipped prior to April 1, including hay originally consigned to Thirty-third street or Thirty-sixth street. This modification did not permit of shipments from point of origin to points covered by embargo, but on April 25 further modifications were made and they will now accept shipments consigned through to the several Brooklyn terminals, also to other lighterage free points, except Sixty-third street or Ninety-sixth street, New York. Reconsignment orders to Thirty-third and Thirty-sixth streets or other points under embargo will not be accepted on cars consigned to Brooklyn terminals, or to other harbor lighterage free points, which are forwarded under this modification.

Hay production in the United States was the lowest average yield since 1906, and equals only about the same amount as produced in the four immediately preceding years. Owing to the increase of farm animals in the country the total supply was quite inadequate to meet the demand. For this reason prices were unusually high in all sections of the country, making it necessary for users to resort to the best substitutes obtainable from other crops. In some sections the scarcity was so great as to necessitate green cutting of grain crops to some extent to supply the consuming demand. The production of the entire country is given by the Department of Agriculture at 60,116,000 tons, whereas as early as in 1893 the production in that year was above 65,000,000 tons. In the Northwest, upland prairie hay was exceedingly short of the normal supply, so that the demand for it could not be satisfied. Reports from many other sections did not show the situation so acute as in this territory.

HAY IN CANADA.

Owing to the recent sharp advance in prices in New York, American buyers have paid even higher prices for Canadian hay at country points than could be made on this market. Prices in the American market advanced to such a high pitch that substitutes were resorted to, causing a weak feeling. Last week in New York as high as \$29 was paid for a car of prime timothy hay which is said to be the highest price paid for years in that market. One car of Canadian No. 2 hay was reported sold in that market at \$25, and two cars of No. 3 at \$21. But these prices, it is said, would not be repeated as consumption has been greatly curtailed thereby. Our previous remark that it was stated "the recent sharp advance in prices in the New England states was the result of actual scarcity of No. 1 and No. 2 grades of hay in farmers' hands appears to have been about correct."

In this market Nos. 1 and 2 are scarce articles, sales of which are reported at \$13.50 in car lots, and as high as \$14 was made for one car. Extra No. 2 is quoted at \$12 to \$12.50 and good cars of clover mixed have brought \$10; ordinary being quoted at \$9 to \$9.50. The lower grades are firmer, but not as much affected by the advance in the higher grades.

American buyers have been scouring the districts in this province for No. 1 and No. 2 hay, and they have not passed by No. 3 hay, whenever they came across it. Sales of Canadian hay at country points have transpired for the American market at \$14 to \$15 f. o. b. for No. 1. No. 2 have sold at \$12.50 to \$13 and No. 3 at \$10 to \$10.50 all at f. o. b. country points.—Montreal Trade Bulletin, May 5.

THE CURRENT HAY SUPPLY.

Sec'y J. Vining Taylor of the National Association has obtained some useful information by querying the trade. For example, in the twelve "hay states" he finds that the amount of hay available for shipment is quite small and that in all these states, without exception, dealers and consumers are carrying less hay than usual—from 10% in Pennsylvania to 75% in Virginia and Maryland. Some facts tabulated are worth while as follows:

- (1) What per cent of old crop available for shipment is left in your territory on April 10?
- (3a) How much is held by dealers?
- (3b) How much is held by farmers?
- (5) What is the condition of timothy meadows in your territory?
- (7a) How is the acreage of timothy compared with last year?
- (8) What is the condition of clover sown last year?
- (9a) How is the acreage compared with last year?
- (9b) How does its compare with five year average?

State.	Percentage.								
	1	3a	3b	5	7a	8	9a	9b	
Michigan ... 9	4	5	81	37	70	87	89		
Ohio 10	17	83	83	87	66	79	87		
Indiana 12½	2½	10	92	98	72	83	80		
Illinois 21	5	16	85	88	81	81	70		
New York .. 17	4	13	85	95	75	73	62		
Pennsylvania. 18	2	16	88	100	73	92	100		
Wisconsin .. 5	5	5	62	77	13	90	90		
Missouri 27	15	12	93	83	70	88	83		
Virginia 5	4	1	70	90	70	90	88		
Maryland ... 5	20	80	60	60	100	125	120		
Iowa 15	2	13	88	100	95	113	108		
Kansas..... 15	11	4							none raised.

"From the figures submitted above, you will note very little old hay back," he says. "We are informed that farmers in Michigan are buying hay from dealers and each other, paying in some instances as much as \$18 per ton loose, and hauling it."

Sec'y Taylor of the National Hay Association reports the following firm changes of recent date: Hartford Hay and Grain Co., successors to M. E. Griffith Hay & Grain Co., Hartford, Conn.; McAllen & Nuttall, successors to O. K. Linabury, New York city.

The Q. & C. Railroad has issued an order, effective June 15, that charges on hay to New Orleans must be prepaid by the shipper. The reason assigned is that the cars are held so long after arrival for storage purposes that there is delay in payment of freight charges, when local consignees refuse to accept shipments or delay in so doing. According to the local dealers such delays have been occasioned chiefly through the fact that shipments are often found to be of an inferior grade of hay, commonly termed "bulldog." With the expense of prepaying the freight placed upon the shipper, they expect that there will be a tendency on the part of the shippers to maintain a better standard, and for this reason they believe that the new rule may bring about better conditions in the local hay market.

Timothy hay back to \$21 Chicago reminds that the 1910 crop was 10 per cent below 1909. In Ohio they are ignoring corn in some sections and running to hay on the plea that hay will secure 15 to 25 per cent per acre more than corn with less trouble. Hay men say big prices for hay make oats worth present prices; also that the 10 per cent extra 1910-11 oats consumption is entirely due to the hay shortage.—E. W. Wagner & Co., April 29.

WHEAT IN EAST AFRICA.

In estimating the value of the sources of food supplies of the British Empire it is gratifying to hear that East Africa expects to be able, within the next few years, to export a considerable surplus of wheat for the home market, says an English Exchange. The area under wheat cultivation in the Protectorate is rapidly extending, and is now nearly sufficient to meet all the requirements of the country itself. Samples of the wheat, examined and tested at the Imperial Institute, show that they would command a ready sale in the United Kingdom at prices comparing favorably with the finest description of imported grain. It has been found, too, that edible beans grown in East Africa may find a good market in England, especially "haricot" and "butter" beans, while other varieties have proved equally satisfactory for cattle food.

The Kansas Grain Co. of Hutchison, is furnishing its traveling agents with automobiles.

OBITUARY

Orville A. Glenn, a member of the Winnipeg Grain Exchange, died April 29.

D. A. Frderick, a grain dealer at Paxton, Ill., for many years, died recently at the age of 79.

Omer Patty, a prominent grain dealer of Piqua, Ohio, died recently from having both his legs cut off by the cars.

William Calhoun, foreman of elevator "S" at Superior, Wis., for the past ten years, died April 10 at the age of 52. Deceased is survived by his wife and seven children.

Charles Cuppel, a former grain dealer of Milwaukee, died at his home in West Allis, Wis., recently, aged 72. Deceased became a member of the Milwaukee Chamber of Commerce in 1868.

H. Traub, head of the firm of H. Traub & Co. of Savannah, Ga., died suddenly in that city, a short time ago. Deceased was 60 years old, and is survived by his wife, five daughters and two sons.

George W. McMillan, president of the McMillan Grain Co. of Portland, Ore., was recently killed by a freight train while on his way home. Deceased was a famous athlete and club man. He is survived by his wife and daughter.

Charles Diefenthaler, one of the largest grain and stock shippers of Illinois, died on April 6, at Pana, aged 94. His death was due to lung fever contracted while attending the funeral of a friend. Deceased is survived by a wife and nine children.

Col. J. P. Barnum, an extensive grain dealer and for many years manager of the elevator at Prairie du Chien, Wis., owned by the Hunting Elevator Co., died recently at the age of 67. Mr. Barnum was born in Bristol, Vt. He is survived by his wife.

Henry Farmer, a well-known hay and grain salesman of New York, died on April 25 at his home in Jersey City. Mr. Farmer has been connected with the Long Dock Mills & Elevator Co. as manager of the hay department for the past fifteen years. Deceased was 70 years old.

Isaac Herson, a grain dealer of South Berwick, N. H., died recently at that place, aged 86 years. Deceased was born in Lebanon, Me. He went to South Berwick in 1835, becoming a stage-coach driver between Portsmouth and Kennebunk. He soon quit that work, however, and started a grain, crockery and grocery business. Mr. Herson is survived by four children, two sons and two daughters.

Matthew Schnardle, proprietor of the Schnardle Grain Co. of LaFayette, Ind., died on May 5 at that place after an illness of two years. Mr. Schnardle was born in Germany in 1853 but was brought to America by his mother who settled in LaFayette when he was a baby. His father and two brothers died of cholera on the way over. He started as an employe in a grain elevator in 1863. Deceased was at one time a member of the city council.

George H. Braun, a grain commission merchant for fifty years, died on April 16 at his home in St. Louis, Mo., from the effects of a stroke of apoplexy which occurred two years ago, and from which he never recovered. Deceased was 74 years old. For twenty-six years he was associated with George Lang, operating as the Braun-Lang Commission Co. Upon his retirement from business he became an honorary member of the Merchants' Exchange. He was at one time director of the German Savings Institution and a member of the Liederkranz Club. Mr. Braun is survived by a widow, two sons and two daughters.

AN EFFECTIVE RAT KILLER.

A correspondent of the Country Gentleman gives the following simple method of exterminating rats and mice: "Mix four ounces of calomel with one quart or two pounds of any food stuff tempting to rats or mice. The calomel may be mixed dry, or cooked with the ingredient. Caution—The compound is poisonous. Place the mixture where the rats and mice run and are accustomed to feed, and put over the receptacle containing the mixture a covering so arranged that a rat may enter, but which will prevent the access of any larger animal."

"I use this method myself, and can guarantee the results. The rodents simply disappear, leaving no indication behind as to what has become of them. I know of three instances where this method was used, and in each case the place was overrun with rats. The bait was set one night, and, strange as it may seem, the only evidence which the rats left was that two-thirds of the bait had disappeared, along with the rats. It is the nature of a rat to migrate, so in case of any return of the 'robber,' set the bait, using a fresh mixture, in case the same was cooked. Dry-bait mixture may be kept in place at all times."

ASSOCIATIONS

The Sweetwater Mill and Elevator Co., Sweetwater, Texas, has been elected to membership in the Texas Association.

The annual meeting of the Oklahoma Grain Dealers' Association will be held in Oklahoma City on May 23 and 24.

A meeting of Nebraska dealers at Lincoln, called by Sec'y Smiley of the Kansas Association, was held on April 18. About 25 dealers were present.

E. J. Joenger has been made Assistant Secretary of the Denver Grain Men's Association and has begun working up the attendance at the annual meeting of the Colorado Association at Denver on June 23 and 24.

The New England Grain Dealers' Association at the Boston meeting mentioned a month ago, unanimously adopted a resolution amalgamating the Association with the Grain Trade Board of the Boston Chamber of Commerce.

Sec'y S. W. Strong reports the following new members of the Illinois Association: H. E. Parsons, Philo; P. D. Getty & Co., Bloomington, and La Rose Grain Co., La Rose. Willis E. Sheldon, Jackson, Mich., is a track huyer, not a broker, as reported last month.

A convention of the grain dealers and millers of Kansas and Oklahoma, called by the Wichita Board of Trade, will take place June 6 and 7. At this convention grain men of the two states will be brought to Wichita, and entertained at the expense of the Board of Trade.

The executive committee of the Texas Grain Dealers' Association has fixed on Dallas as the place and May 25 and 26 as the time for the thirteenth annual meeting of that association. "Dallas will offer a splendid line of entertainments for the meeting," says Sec'y Gibbs, "and I am sure that the thirteenth annual meeting will be one of the best and most interesting ever held. Let every member get busy and work for the meeting. Invite all your brother grain dealers to be with us at Dallas. We want your assistance in the way of suggestions for subjects to be discussed at the annual meeting. Reduced rates over all railways for the meeting."

MANAGERS ORGANIZE.

A number of managers of co-operative elevators met in Chicago on April 19 last and organized a National Association of Managers of Farmers' Co-operative Companies. The officers elected are: President, George W. Schroeder, Remsen, Iowa; first vice president, Jesse Simpson, Danvers, Ill.; second vice president, W. S. Hanson, Jasper, S. D.; secretary, I. S. Henjum, Hartford, S. D.; treasurer, C. G. Messerole, Gowrie, Iowa.

COMING MEETINGS.

May 23, 24—Oklahoma Grain Dealers' Association, at Oklahoma City, Okla.

May 25, 26—Texas Grain Dealers' Association, Oriental Hotel, Dallas.

June 6, 7—Wichita Board of Trade entertains the dealers of the Southwest.

June 13, 14—Illinois Grain Dealers' Association, at Bloomington, Ill.

June 15, 16—Indiana Grain Dealers' Association, at Indianapolis, Ind.

June 21, 22—Ohio Grain Dealers' Association, Cedar Point, Ohio.

June 23, 24—Colorado Grain Dealers' Association, at Denver, Colo.

June 28, 29—Council of Grain Exchanges at Milwaukee, Hotel Pfister.

July—Western Grain Dealers' Association, at Des Moines, Iowa.

July 21, 22—New York Hay Dealers' Association, at Syracuse, N. Y.

July 25, 27—National Hay Association, International Hotel, Niagara Falls, N. Y.

October 9-11. Grain Dealers' National Association, Omaha.

RESOLUTION OF RESPECT.

The National Hay Association's special committee has adopted the following resolution:

"We are again reminded of the uncertainty of human life by learning of the death of our esteemed associate, Henry G. Weinberg of Lamont, Iowa. He was born in Witzen, Mecklenburg, Germany, October 8, 1866, and in his early years came to this country. Through the force of a strong character he made for himself an enviable reputation, not only in his own community but among his business associates throughout our country; therefore be it

"Resolved, That we reconcile our wills, our pleasures, and our disappointments to the will of Him who doeth all things well, and learn from those who have lived and gone before us that we may be ready to respond to the final call when it comes to us; and that we extend to the relatives of our

deceased friend and associate our heart-felt sympathy in this, their time of sorrow. Be it further

"Resolved, That this resolution be spread upon the records of our Association and a copy forwarded to the family of the deceased."

PETITION TO GOV. DENEEN.

The following petition, dated April 19, has been mailed to Gov. Deneen of Illinois:

"SPRINGFIELD, ILLINOIS, April 19, 1911.

"Honorable Charles S. Deneen, Governor of Illinois, Springfield—Dear Sir: Referring to the conversation this afternoon, when the committee of representative grain dealers of Illinois called at your office, we beg to state:

"We have examined a communication from Rogers Grain Co. of Chicago, dated March 15, 1911, addressed to the Railroad and Warehouse Commission, also a petition signed by sixty-nine grain dealers of Illinois, representing one hundred and seventy-one elevators, and a petition from fifteen commission firms of the city of Chicago—both petitions addressed to the Railroad and Warehouse Commission, and both having the same import."

"After having read these petitions and discussed them, we, the committee of representative grain dealers, whose names are hereto subscribed, unanimously recommend the elimination of the moisture test from the rules of inspection of the Railroad and Warehouse Commission, of the state of Illinois.

"Respectfully submitted,

"W. L. SHELLABARGER, Sec'y Shellabarger Elevator Co. and director of the Illinois Grain Dealers' Association.

"J. E. COLLINS, Garrett, director Illinois Grain Dealers' Association.

"G. C. MCFADDEN, Havana, of McFadden & Co.

"MILES A. LEACH, Cornland, member legislative committee Illinois Grain Dealers' Association.

"METCALF & KINAHAN, Indianapolis, by Metcalf, member legislative committee, Illinois Grain Dealers' Association.

"CENTRAL ILLINOIS GRAIN CO., by Edwin Beggs, president, a director Illinois Grain Dealers' Association."

THE RICE ASSOCIATION.

The Rice Association of America, at a meeting at Crowley, La., in April, elected the following officers and directors:

President, George Hathaway, Jennings, La.; first vice president and manager, H. L. Gueydan, Gueydan, La.; second vice president, P. P. Lynch, New Orleans, La.; third vice president, W. P. H. McFaddin, Beaumont, Texas; treasurer, H. C. Drew, Lake Charles, La.; secretary, Frank Randolph, Crowley, La. Directors: S. Locke Breaux, New Orleans; George Hathaway, Jennings; J. E. Broussard, Beaumont; W. B. Dunlap, Beaumont; H. C. Drew, Lake Charles; Mr. Vogelsang, Bay City, Texas; A. Kaplan, Crowley; Dr. W. W. Duson, El Campo, Texas; H. Winn, Lake Arthur, La.; John Van Tyne, Port Arthur, Texas; Miron Abbott, Ferriday, La.; George Armistead, Houston, Texas; P. P. Lynch, New Orleans; W. S. Davis, Galveston, Texas; John Green, Crowley; W. P. H. McFaddin, Beaumont; John G. Neelie, Gueydan; A. P. Borden, Pierce, Texas; J. Frankel, Crowley; W. N. McReynolds, Port Arthur; Frank A. Godechaux, Abbeville, La.; George Bancroft, Orange, Texas; J. Alton Foster, Lake Charles; W. B. Gahbert, Welsh, La.; J. W. Myers, Rayne, La.; W. K. Morrow, Houston; Ray O. Burks, Stuttgart, Ark.; W. H. Furher, Markham, Texas; H. L. Gueydan, Gueydan; Will Carroll, Beaumont.

General Manager Gueydan in his annual report said he is "still convinced that the most important question by far touching the rice industry of the United States is that of creating a greater demand for rice within our own country. He is convinced that the average American housewife does not know how to cook rice, nor to use it in many appetizing dishes, and that the intelligent reading public of the United States offers a splendid field for increasing the consumption of rich many fold. He is also convinced that the most practical way of attaining this end is for the manufacturer to put up an insignificant sum of money for doing it. He thinks that the fifty or sixty mills operating in the rice belt should agree to invest 2 cents per pocket in this advertising campaign. At least \$100,000 would be netted every year, and that amount of money judiciously expended would no doubt quintuple the consumption of rice in the United States in a few years. This would mean a good steady price to the producer and handler of rice, a steady stream of immigrants to the rice fields, and undreamed of prosperity to the rice belt. This is so patent to the manager that he can not understand why the rice millers have not long ago made the splendid investment.

"Condensed rice statistics for 1910, gleaned mostly from the reports by the United States Department of Agriculture, show the following:

"Acreage in the United States 722,800, yielding 33 9/10 bushels per acre, making 24,510,000 bushels, valued at 67 8/10 cents per bushel, producing \$16,624,000. The 24,510,000 bushels of rough rice at 45 pounds to the bushel equal 6,808,333 barrels, reduced to clean equal the same number of pockets. If we

place the cost of production at \$2.50 per barrel, that is at 69 cents per bushel, while its selling value by the Department of Agriculture is placed at 68 8/10 cents per bushel, comment is unnecessary.

"The imports of the United States were two and a quarter million pockets, valued at \$4,361,237, and the total duties paid were \$2,723,781.11, the greater part of this being brewers. The exports from the United States were about one-third of a million pockets, most of which was bran meal and polish, exported to Germany, where they appreciate its food value far more than we do. The human consumption of clean rice in the United States was 6,337,140 pockets. The present tariff on rice is as follows:

"Clean rice 2 cents, uncleansed (merely hulled) 1 1/4 cents, rice flour, meal and broken rice that will pass through a No. 12 sieve 1/4 cent, rough rice 3/4 cent."

MORE ABOUT RECIPROCITY.

If the tariff of 25 cents a bushel is taken off of wheat this foreign grain is going to flow into our market just as certainly as water seeks its level. Under normal conditions this grain will be shipped direct to Minneapolis without ever going to Winnipeg, the Canadian grain fields being about equidistant from the flouring center and the Canadian export point. This would preclude the possibility of a freight differential acting as a slight barrier to this grain. The coming of this grain will force Nebraska and Kansas wheat into this market, these states having no outlet north as at present for their surplus, and it is easy to see that this excess grain overflowing the markets of St. Louis and Kansas City will cut the price the Missouri and Illinois farmer could otherwise procure. Just as in the case of admitting meat free it will be the farmer who will suffer, and to my mind he will suffer through a useless attempt by a few poor political economies to protect the consumer.—N. L. Moffitt, in St. Louis Globe-Democrat.

It would seem wholly logical to consider that one result of Canadian reciprocity would be an increase in the wheat exports from the United States, with New Orleans and other Gulf ports the principal points for shipment. If the imaginary line that separates this country from Canada did not exist, the Canadian wheat belt, by reason of location, would be the natural source of supply for the big Northern mills. Reciprocity, in the case of wheat, would remove this line, and the situation would then be what it would be if the two countries were one. With the mills of Minnesota, therefore, securing wheat from the granaries of Canada, it would seem only reasonable to believe that the wheat centralized at Omaha and Kansas City, and now consumed by the Northern mills, would be available for foreign markets. By reason of their comparative nearness to these centralization points, New Orleans and other Gulf ports would naturally be the points for export.—C. H. Markham, Pres. I. C. R. R. Co., in Louisiana States.

It is said that this is an agreement that affects agricultural products more than manufacturers. That is true; but if we are to have an interchange of products between the two countries of any substantial amount the chief part of it must necessarily be in agricultural products. As it is, we export to Canada more agricultural products than we receive from her, and so it will be afterwards. The effect is not going, in my judgment, to lower the specific prices of agricultural products in our country. It is going to steady them, and it is going to produce an interchange of products at a profit which will be beneficial to both countries. If objection can be made to the treaty on the ground that a particular class derived less benefit from it than other classes, then it is the manufacturer of the country who ought to object, because the treaty in its nature will not enlarge his market as much as it will that of the farmer. I am quite aware that from one motive or another a great deal of effort and money have been spent in sending circulars to farmers to convince them that this Canadian treaty, if adopted, will do them injury. I do not know that it is possible to allay such fears by argument pending the consideration of the treaty by the Senate. But there is one way—and that a conclusive way—of demonstrating the fallacy and unfounded character of their fears to the farmers or any other class that believes itself to be unjustly affected by this treaty, and that is to "try it on." If it be found by actual practice that there is an injury, and a permanent injury to the farmers of this country, everybody knows that they can sufficiently control legislation to bring about a change and a return to the old conditions.—President Taft at New York on April 27.

Prof. H. D. Scudder of the Oregon Experiment Station says: "To date very little corn is raised in Oregon, except for silage and soiling purposes. We have so few farmers growing corn for grain that they are hardly worth mentioning, for the acreage is extremely small. The best variety for maturing grain, we have found, for all parts of the state is Minnesota 23."

CROP REPORTS

The present indications are for a record breaking corn crop in Louisiana this year.

The ranges in the region near Great Falls, Mont., formerly used for pasturage, are now being devoted to the raising of wheat.

Seeding in Manitoba is being rushed and a good year is expected. In some parts of Saskatchewan the seeding is a little backward.

As spring plowing throughout the corn and oats belt of Illinois has been practically impossible, both of these crops will be at least a month late.

Wheat is doing well in Kentucky, the condition being 97, against 95 last month and 88 a year ago. The present prospect of corn is 99 per cent while the rye condition is 91.

Secretary W. G. Rowlands of the Wisconsin Agriculture Board, reports that the crop condition in the state is normal, winter wheat and other cereals being in better shape than last year. Rye, however, is backward.

The Northwestern wheat crop is still in good condition and the area is fully 10 per cent larger than last year. There has been a lack of rain but reports from various sections state that the drought has been broken.

Oklahoma reports a slight increase in the growing condition of wheat but a very large amount of abandoned acreage. About 41 per cent has been abandoned throughout the state. Oats condition is 88, alfalfa 85, and corn 84.

Despite the fact that a large section of the country was swept by a sleet and snow storm and freezing weather prevailed, the crop experts of Omaha railroads declare that there was practically no damage done either to grain or fruit in Nebraska.

Fred Mayer of J. F. Zahm & Co. states that a majority of the millers at the Ohio Millers' meeting on May 10-11 report that wheat in that state is looking well. Farm reserves of old wheat are large, but many farmers will sell in a short time regardless of price.

The wheat condition in Missouri for the month of May will be 90.6 per cent. Corn planting is late, 65 per cent has been plowed, but only 21 planted as against 46 a year ago. The oat acreage is 99 per cent of last year with condition 89, against 82 a year ago.

Michigan wheat improved six points during April, the condition being 93 as against 87 last month and 86 a year ago. Rye condition is 92 against 90 last month and 92 a year ago. The acreage of oats is 96 per cent of a five-year average, against 100 per cent of an average last year.

Basing his estimate on present conditions with favorable conditions up to harvest, Secretary G. J. Gibbs, of the Texas Grain Dealers' Association, states that there will be a bumper crop of oats, and from 200,000,000 to 250,000,000 bushels of corn produced in Texas during 1911.

The April crop report for Kansas is placed at 78.5 per cent against the Government figure on April 1 of 75 per cent. About 23 per cent of the acreage has been abandoned as against 30 per cent a year ago. The area sown was 6,950,000 acres, the largest in the history of the State with the exception of 1906.

George A. Wells, secretary of the Western Grain Dealers' Association, reports the condition of the soil extremely favorable for planting, with the exception of Ohio and Indiana. The winter wheat acreage for this year is the largest since 1902, but there has been a slight decrease in the acreage of oats and barley, especially in Iowa and Minnesota.

The farmers on the Levan Ridge, near Nephi, Utah, report considerable damage done to wheat by a strange dark brown worm which works at night and lies curled in the ground during the day. P. V. Cardon, in charge of the Nephi experiment station, believes that the damage attributed to the worm is overestimated and that the trouble is largely due to weather conditions.

The Ohio Department of Agriculture reports the wheat prospect good though some sections report damage by frost and wet weather. The acreage is larger and the condition shows an advance of 3 per cent since April 1, being now 87 as against 85 per cent a year ago. Weather conditions during April were most unfavorable to oats seeding, the area now being 94 per cent in comparison with the 1910 area. The condition of rye is estimated at 90 per cent compared with an average.

THE CROP REPORT.

The Crop Report for May says that on May 1 the area of winter wheat to be harvested was about 31,367,000 acres, or 1,940,000 acres (6.6 per cent) more than the area harvested in 1910, and 3,118,000 acres (9.0 per cent) less than the area sown last fall, (34,485,000) acres. The average condition was 86.1, compared with 83.3 on April 1, 82.1 on May

1, 1910, and 86.0 the average for the past ten years on May 1.

The condition of the wheat crop on May 1 of the past five years averaged 85.7 per cent; in the same five years the final yield per acre averaged 15.5 bushels; if the above ratio should prevail this year, the condition of 86.1 per cent would indicate a yield of 15.6 bushels per acre (489 millions), which compares with 15.8 bushels, the final estimate of yield per acre in 1910. On the estimated area to be harvested, 15.6 bushels per acre would produce 5.4 per cent more than the final estimate of production last year, 9.6 per cent more than the production of 1909, and 8.7 per cent more than the average annual production of the past five years. The out-turn of the crop will probably be above or below the figures given above, according as the change in conditions from May 1 to harvest is above or below the average change in the past five years.

The average condition of rye on May 1 was 90.0, compared with 89.3 on April 1, 91.3 on May 1, 1910, and 89.7 the average for the past ten years on May 1.

The average condition of meadow (hay) lands on May 1 was 84.7, compared with 89.8 on May 1, 1910, and a ten-year average on May 1 of 89.4. Stocks of hay on farms, May 1, is estimated as 7,546,000 tons (12.4 per cent of crop) against 7,275,000 tons (11.2 per cent) on May 1, 1910.

The average condition of pastures on May 1 was 81.3, compared with 89.3 on May 1, 1910, and a ten-year average on May 1 of 87.4.

Of spring plowing 71.0 per cent was completed up to May 1, compared with 80.3 per cent on May 1, 1910, and a ten-year average on May 1 of 67.2.

Of spring planting 60.0 per cent was completed up to May 1, compared with 65.0 per cent and 51.9 per cent on May 1, 1910 and 1909, respectively.

IS OUR CORN TOO LARGE?

Years ago in northern Nebraska we never thought of having to test our seed corn, and seldom if ever did we have soft corn. After the seed that the pioneers had brought from Eastern states with them had become acclimated, there was little trouble indeed with immature corn. Soft corn was almost unheard of in the community where the boyhood days of the writer were spent, until one year a man moved into the neighborhood from Nemaha County, Nebraska. He brought a lot of corn along with him that made our corn look like popcorn in comparison.

Naturally nearly every farmer in the neighborhood got a supply of that big seed, thinking that at last something had been found that would add tremendously to the corn production of the country. There must have been a good supply of the seed; for as we remember, almost every farmer in the neighborhood grew some of that big corn that summer. How fine it looked! It certainly did make the native varieties look like "30 cents." But it lacked terminal facilities, apparently, for that section of the state; for frost came along and caught it not far out of the milk stage. There was the finest lot of soft corn in the neighborhood that fall that we had ever seen.

Had it not been for an outfit of cattle feeders coming into the neighborhood with several hundred head of cattle to feed there would certainly have been a discouraged lot of farmers. But the cattlemen took all the soft stuff off the farmers' hands in the form of snapped corn at so much per inch in the wagon box, and the farmers got out from under. No more of that big corn was ever planted in the neighborhood; and the next year the farmers settled down to raising their acclimated corn of the rather small-eared type, and having kernels rather shallow, broad, and smooth. If it wasn't big corn, it would at least yield fairly well and would mature.

Within the past ten years it seems to us that farmers all over Nebraska have been chasing after big corn about like those neighbors of ours did up in northern Nebraska years ago. And while the results have not been so disastrous, the reason has been that a little more care has been exercised in gradually acclimating new strains and varieties. Nevertheless the type of corn grown all over eastern Nebraska has gradually been getting larger during the past ten years. We have been selecting for large ears with deep kernels until we have got our corn so late maturing that it is a race nearly every year to see which will win—the frost or the corn.

This condition is not so serious in the southeastern counties as in the central, western and northern parts of Nebraska. Immaturity is coming to be almost a nightmare with some farmers who have paid particular attention to getting big seed corn for several years. And while this big corn has often appeared to be fairly ripe when frost came, yet much of it contains a high percentage of moisture—too much to permit it to keep well in storage, especially when shipped south, or to grade high in the markets.

The United States Department of Agriculture has been making investigations into the moisture content of Nebraska corn during the past winter, and finds that it generally contains a very high

percentage of water. In these days when corn is graded largely on its moisture content at the central markets, this makes a big difference in the price offered for our product. The following news item taken from the Columbus (Neb.) Telegram explains the situation:

"Greater care in the selection of seed corn will be more important next spring than it was the year before, according to Manager Rush of the local Hord Elevator. Out of sixty carloads of corn received at the elevator since the new crop began to move, Mr. Rush reports that only eleven carloads graded No. 3, the balance grading No. 4 or worse. Some of the corn, he says, contained so much moisture that it could not be received for storage. Indeed, he states that unless the condition of the average run of corn shall improve a great deal no corn will be stored in the elevator for any length of time this year."

"Tests recently conducted in Columbus by Mr. LeRoy Smith, representing the Agricultural Department, indicate that the condition prevails throughout Nebraska. Mr. Smith procured for his test 260 samples of corn from various points west of Holdrege, north to Norfolk, east to Mead and south to Beatrice. The results of his experiments were almost alarming, revealing the fact that if taken in one body and graded as a whole the corn grown in the territory embraced within the points mentioned would average No. 4 quality. Some of the corn, usually from the 1909 crop, contained as low as 11 per cent moisture, but some of it ran as high as 23½ per cent."

"To grade No. 3, corn must show less than 19 per cent moisture, which gives a fair idea of the quality of corn submitted for the tests. As a rule, Mr. Rush says, the 1909 corn is the better grade, and he suggests that farmers had better be very careful to determine the better seed corn in their cribs before disposing of their last year's crop."

"We have been laying too much stress upon big ears and deep, rough kernels. By so doing we have got our corn so late maturing that it contains too much moisture even in a favorable season. Farmers will soon have to begin selecting for maturity, and when they do they will avoid the very large ears, with the very large kernels. Yield does not depend upon the size of the ears, and when that once becomes recognized farmers will quit their mad scramble after big-eared corn."

Professor Montgomery has found, after several years' investigation at the Nebraska Experiment Station, that with Reid's Yellow Dent corn a type having ears longer and slimmer than the score-card type, and with shallower, smoother kernels, yields better than the type having ears of larger circumference and deeper, rougher kernels. Ears of this smoother type will mature better, also. This indicates that nature intends that Nebraska, over the greater part, at least, shall raise a type of corn approaching the flint type, instead of aping the corn that may be grown in the very heart of the corn belt where they have more moisture and heat than we have here."

Within the next few years farmers are going to forget some of the things they have learned at corn shows and get back to selecting corn for utility's sake rather than upon the shape of particular ears. Our selection up to this time has been a big-ear scramble—big ears with deep, rough kernels—now we will have to forget some of the size and some of the depth. The clipping quoted above gives the reason.—Nebraska Farmer.

EASY TO BE MISTAKEN.

If the ordinary market operator were asked how much wheat has declined during the month of March, he would say offhand, some 6c or 8c. A test of this was made by the writer among the grain men on the Produce Exchange, and they were rather amazed to find that the net decline had been but 1½c to 2c. In other words, they had been impressed by the recent sharp decline, but had failed to take into account the advance during the early days of the month. In other words, there was an advance of about 4 a 4½c from the low point of March 1, followed by a decline of 6 a 7c, which while severe has but little more than wiped out the early advance.—N. Y. *Journal of Commerce*.

Of clover seed, J. F. Zahm & Co., Toledo, May 6, say: "We have had some very flattering reports from parts of Michigan, Indiana and Ohio, and then we have also had some bad ones. It is probably a little early to tell much about what the yield is going to be, but of course if the acreage is large and the plant prosperous looking, it indicates a possibility of a good yield. The price of futures is of course above the ten or twenty-year average but below recent years, and with practically no seed carried over, with any accident to the crop, a dollar or two could easily be tacked on to the price. Some of the large interior dealers talk bearish to us, claiming their advices indicate a good crop prospect, and if the present acreage is not cut down, and the yield per acre is normal, the market would feel it, especially if crops abroad turn out well."

FIRES-CASUALTIES

The Lake of the Woods Milling Co.'s warehouse at Winnipeg, Man., was recently damaged by fire.

Two warehouses at Waverly, Ky., were destroyed by fire on April 22. The loss is covered by insurance.

The elevator of the Cargill Co. at Dresden, N. D., was recently destroyed by a fire which started in the sink.

Langford, S. D., recently lost its elevator and coal sheds by fire. The loss is \$10,000, with about \$8,000 insurance.

The mill and elevator of George W. Topping at Lyons, Ind., burned recently and will probably not be rebuilt.

The Imperial Elevator at Church's Ferry, N. D., has been destroyed by fire, together with about 10,000 bushels of grain.

The large corn crib at Renfrow, Okla., belonging to the Enid Elevator Co., was recently demolished during a windstorm.

Edward Ollers, aged fifteen, of Kilbourne, Ill., died recently from suffocation in an oats bin in the grain elevator at Oakford, Ill.

A loss of about \$5,000 was incurred by a fire which damaged the elevator and warehouse of the Moore Grain Co. at Chickasha, Okla.

The elevator of the Barry Milling Co. at Barry, Ill., together with the 175-barrel mill of the company, was recently destroyed by fire.

A fire in the elevator of the Winnipeg Elevator Co. at Qu'Appelle, Sask., destroyed the house on April 18, together with 5,000 bushels of wheat.

Fire on April 25 destroyed the elevator and lumber yard of the Updike Grain & Lumber Co., together with the stockyards at Blencoe, Iowa, causing a loss of \$15,000.

Crossed electric wires caused a fire in the plant of the Cincinnati Grain Co. at Covington, Ohio, which was, however, promptly extinguished with a loss of only \$500.

Melvin Bigelow, aged twelve, was recently drawn into grain that was being loaded, and suffocated, while playing in the corn bin of the Cooley Elevator at Reddick, Ill.

An unsuccessful attempt was made by incendiaries recently to burn the Farmers' elevator at Scranton, N. D. The volunteer fire department quickly subdued the blaze.

A hot-box in the Atlantic Elevator at Hurd, N. D., recently caused a fire which destroyed the house. Some of the contents was saved, but no means of fighting the fire existed.

J. J. Goad, aged 58 years, fell from the main elevator at the plant of the Smith Brothers in Fort Worth, Texas, on April 18 and was so badly injured that he died shortly afterwards.

Lightning recently struck the elevator of C. A. Nachbar at Winnebago City, Minn., entering the cupola and running down to the bottom of the house. Considerable damage was done.

The grain house of McFarland & Co. at Holmes, Pa., was recently burned to the ground, as chemical extinguishers were the only means of fighting the blaze. The loss is estimated at \$600.

The south side of the main building of the Superior Products Co. at Superior, Nebr., recently gave way under the weight of sacks full of alfalfa meal, allowing the second floor to drop to the basement.

Both the Bagley and Empire Elevators at Bowman, N. D., were destroyed by the same firebugs alleged to have made an attempt on the elevator at Scranton. The Empire Elevator was full of grain.

The elevator and flour house of the Western Canada Flour Mills Co., Ltd., at Gilbert Plains, Man., was destroyed by fire recently. About 11,000 bushels of wheat and some oats and barley were burned.

The dust shed of the Talbot Elevator Co. at Keokuk, Iowa, recently caught fire from a pile of rubbish and caused a loss of about \$300. A large pile of cobs on the river side of the dust shed also burned.

An eight-story grain elevator, valued at \$700,000, situated in the northern part of St. Louis, Mo., was blown into the Mississippi by a severe windstorm which swept a number of states, causing death and destruction.

A fire which started early on April 24 destroyed the two brick warehouses of Feld Brothers, grain dealers at Vicksburg, Miss. The loss on the stock, amounting to several thousand dollars, is covered by insurance, but the building was only partly insured.

On April 21 the Hopkins Elevator at Rensselaer, Ind., together with forty thousand bushels of corn and oats, was destroyed by fire. The cause of the fire is attributed to spontaneous combustion. About \$25,000 worth of insurance was carried on the building and the grain destroyed was fully insured. The

elevator was erected ten years ago at a cost of \$10,000.

The Osborn & McMillan Grain Elevator at Campbell, Minn., which has been idle for over a year and contained no grain, was destroyed April 18 by a fire caused by sparks from a locomotive. The loss is about \$4,000.

The \$5,000 warehouse at the wharf at Chattanooga, Tenn., was recently destroyed by fire, together with a large amount of grain and hay. The origin of the fire is unknown. Loss will be about \$8,500 with \$2,500 insurance.

John Stark, aged 62, who was engaged in reconstructing the Burlington Elevator at St. Louis, Mo., which was damaged by the recent windstorm, fell sixty feet into a pit of grain ninety feet deep and was seriously injured.

The 130-foot smokestack of the Rogers Elevator at St. Louis, Mo., the property of Langenberg Brothers & Co., was recently blown down by a wind storm. The stack has been temporarily repaired until a new one can be erected.

The Stierwalt Grain Elevator at Bradley, S. D., owned by M. T. Stierwalt, was recently damaged by a fire, probably caused by spontaneous combustion. Loss on the building amounts to between \$4,000 and \$5,000 with about \$2,500 insurance.

A loss of \$10,000 was incurred by a fire which entirely consumed the Federal Elevator at Georgetown, Minn., together with 4,000 bushels of grain and all the coal sheds. The house belonged to the Federal Elevator Co. of Minneapolis.

An elevator at Illeene, Ind., four miles south of Linton, was recently destroyed by fire. The cost of the elevator was \$4,000 and there were thirty thousand bushels of wheat stored in it at the time. Paul Kuhn, of Terra Haute, was the owner.

Elmer E. Johnston of Wilkinsburg, Pa., narrowly escaped death recently when 50 sacks of flour fell on him in the building occupied by Johnston & Smith. He was buried under a weight of 50,000 pounds, but aside from minor injuries he was not harmed.

H. A. Nolte's grain elevator at Elkhorn, Nebr., was totally destroyed by a recent fire which threatened the entire town. The fire was probably caused by sparks from a locomotive. The loss is fully covered by insurance, there being little grain in the house at the time.

The hay cutting plant of the Shreve Hay Co. at Union City, Pa., was destroyed by a fire of unknown origin on April 24; \$700 worth of hay was burned. The damage on the building amounts to \$3,500, partly covered by insurance. Miss Mertie P. Shreve was the owner.

The \$25,000 grain elevator of the Aetna Milling Co. at Wellington, Kan., was destroyed by a fire which started near the machinery, either from the hoisting or the friction of the elevator belts. About 30,000 bushels of wheat were destroyed. The wheat was fully covered by insurance, while the building was practically so.

The elevator of Robert T. Ray, at Herington, Kan., was burned on the morning of May 1, by a fire probably caused by defective wiring. Nothing was saved, as the fire was soon beyond control, due to the high wind. Many hundred bushels of grain were destroyed, making the loss about \$10,000 with \$3,000 insurance. The plant will be rebuilt.

The Farmers' Elevator at Middletown, Ill., was recently totally destroyed by a fire of unknown origin, together with 4,500 bushels of grain. The insurance on the building amounts to \$6,000 with \$1,000 on the grain. There was an insurance of \$400 on the office which was not destroyed. Charles Zinsmeister was manager of the house. It has not been decided whether the plant will be rebuilt.

A fire of unknown origin recently destroyed the farmers' elevator at Stanton, Iowa, together with several thousand bushels of corn, oats and wheat. The elevator was owned by Mayor T. J. McCormick until a few months ago, when it was purchased by the Farmers' Elevator Co. C. A. Wickstrom was manager of the house. Loss on the plant amounts to several thousand dollars, nearly covered by insurance.

The elevator of the Spencer, Ewing & Hawthorne Co. at Fletcher, Ill., was recently burned to the ground by a fire supposed to have been caused by the sparks from a passing locomotive. The loss is over \$6,000 and is only partly covered by insurance. The house was constructed of wood and 40 feet high and contained 1,000 bushels of grain. An outlying granary and the engine room were also destroyed. It is probable that the elevator will be rebuilt.

Chicago, on May 6, had samples of Russian rye that reached New York a few days before. The quality was not quite equal to American of same grade, but it was good milling rye and was offered at \$1 c. i. f. Buffalo. This is believed to be the first Russian rye ever brought to this country, although German rye came in a year ago.

TRANSPORTATION

Lake navigation through the Straits opened on April 14-15.

The rate on barley California to Chicago is now 62½c per cwt.

The Illinois R. R. & W. Commission has refused a request to increase intrastate rates on corn.

The hearing by the U. S. Supreme Court of the "elevation allowance" cases is set for the October term.

The Texas R. R. Commission has included kaffir corn and mills maize heads, straight and mixed carloads, in the 24,000 lb. minimum.

Kansas railroads will probably increase the minimum car load to 30,000 lbs., unless stopped by the Public Utilities Commission on protest.

Export grain rates Buffalo to Seaboard have been reduced, effective April 21 to October 31. The reductions affect both wheat and corn for export only.

The effect of the old rates for export grain, Buffalo to Seaboard, is shown in export shipments of 20,000,000 bushels of wheat in 1910 via Montreal, against 6,000,000 bushels via New York.

The "tap line" arguments for recognition as bona fide railroads, entitled to make joint through rates with trunk lines, was heard by the Commerce Commission in April. The case came up from the South.

The Boston & Maine and N. Y., N. H. & H. roads have agreed upon a uniform routing schedule for car-load freight to move over 168 through routes. These several routes are all indicated by number; and the shipper may inform himself in advance what course his consignment will take.

New rules governing the application of milling-in-transit privileges on grain at Chicago will go into effect June 1. Railroads entering Chicago are, however, at the suggestion of the Board of Trade, considering the Louisville plan of substituting flat in and out rates which include the transit privilege.

On April 29, I. C. C. Lane gave it as his personal opinion that the rule allowing 48 free hours for unloading freight should apply in New England as well as in the rest of the country. Pending the receipt of briefs from shippers and from the New Haven railroad, who ask for 72 hours, he took the question under advisement.

Kansas, after June 1, will have a new railroad law, the Railroad Commission being succeeded by a Public Utilities Commission of three members with broader and more comprehensive powers. The Commission has power to correct inequalities of and to make new rates and otherwise to supervise transportation, telephone, telegraph and pipe lines.

IOWA TRANSFER CASE.

The Supreme Court of Iowa has affirmed a ruling of the Polk County District Court requiring a carrier to accept shipments in foreign cars for transportation at intrastate rates. In the case at bar the Milwaukee Road had refused to accept for transportation on its lines coal in a foreign car, requiring the shipment to be reloaded into one of its own cars. The Railroad Commission ordered the carrier to accept such shipments without changing cars; and this order the Supreme Court sustains, affirming a lower court decision to the same effect.

The effect of the decision says the Attorney-General, will be a saving of the expense of unloading and reloading carload shipments. There will also be a saving in freight rates; for the sums of the two local rates for shipments from Illinois to Iowa are generally less than the interstate rates for such shipments.

"But of even more importance than this specific advantage is the general ruling of the court which gives greater power into the hands of the Railroad Commission. It will enable the Commission to have control over details of railroad operation in such a way as to greatly benefit the people of Iowa."

EX-LAKE RATE CASE.

The Commerce Commission in April in the ex-lake rate case, negatived the plea of Chicago and Atlantic ports for a reduction of the rates. The Chicago Board of Trade, in prosecuting the action, maintained, in substance, that the rates complained of diverted traffic from the water and rail route to the all rail route, resulting in undue prejudice against Chicago. The complainants urged that in charging a higher rate on ex-lake grain from Buffalo to the East than from Buffalo to the same destination when the grain moved by the all-rail route, the carriers were guilty of unjust discrimination against the lake grain and, therefore, against Chicago. The defendant carriers replied that the ex-lake rates were reasonable; that the rates from Chicago to Boston are competitive; and that the division of the Buffalo to Boston rate, acceptable as the price of engaging in this competitive business, ought not to be used as a standard to measure the reasonableness of their ex-lake rate from

Buffalo. The Commission supported the view of the carriers; nevertheless immediately after the Commission's decision had been rendered, the carriers did reduce the ex-lake rates on wheat and corn for export to 4c per bushel, as advised but not ordered by the Commission.

MINNESOTA RATE CASE.

The Minnesota rate laws have been declared void by the U. S. Supreme Court. The court in brief held (we quote from the Traffic World and Traffic Bulletin):

That the acts of the Minnesota Legislature of April 4, 1907, fixing passenger rates at two cents per mile, and of April 18, 1907, making a reduction of about 7.37 per cent in commodity rates and the orders of the state commission of September 6, 1906, reducing class rates from 20 to 25 per cent, and of May 3, 1907, cutting inbound rates to distributing centers, unjustly burden interstate commerce and are void;

That the orders cited prohibit a fair return to the carriers on the value of their property devoted to public service in Minnesota, deprive the railroads of their property without just compensation in violation of the fourteenth amendment to the Federal Constitution and are void;

That the power to regulate interstate commerce is exclusive and complete and cannot be defeated by the police or any other powers of the state;

That interstate rates are national and, so far as they have not been regulated by national authority, are free from regulation;

That, to the extent necessary to protect and regulate interstate commerce, Congress and the courts may regulate intrastate commerce;

That, to the extent that it does not substantially burden or regulate interstate commerce, a state may regulate the intrastate commerce within the borders of its own commonwealth, but its regulations and rates may only remotely and incidentally affect interstate commerce;

That state laws or regulations concerning intrastate commerce that burden or regulate interstate commerce are beyond the powers and the state and are unconstitutional and void;

That it is the effect, not the terms and purpose of state regulations, that the court must look to;

That the power of the Nation to forbid discrimination extends to the discrimination caused by unreasonable differences between intrastate rates and legal interstate rates brought about by the reduction of the former through state mandates;

That a net income of 7 per cent on the value of the railroad property in Minnesota devoted to the public use is not more than the fair return to which the railroad is entitled under the fourteenth amendment to the Constitution;

That, in these cases, the evidence of the cost of reproduction new is more persuasive of their values than the market value of the stocks and bonds, or the original cost of acquisition and construction.

An unusual experience was had by a Kansas railway engineer who, one day in April, was stalled in a cut near Belleville, that had been drifted full of corn stalks. During the week stalk cutters had been put into the fields and a high wind in one night blew the stalks into the cut until it was nearly filled. The engineer drove his engine into the drift at full speed, but it was stalled before it could get half way through. He had to "buck" the drift three times before he could get through.

Nothing becomes quite so tired as a grain market and nothing revives so instantly into unbridled contrary action. Bullish action or bearish energy generally ceases with an upturn or downturn of three or four days' duration and the market starts in the opposite direction with a burst of confidence that surprises the amateur. These rapid, short-distance changes particularly occur in periods where sentiment is mixed or where the evidence controlling final disposition of values is delayed.—E. W. Wagner, Chicago.

The Loftus-Hubbard Elevator Co. of St. Paul and Minneapolis was given the contract on May 3 to supply forage to the Government Fort Snelling, 210,000 pounds of hay at 60 cents per hundred pounds, 425,000 pounds of oats at \$1.18 per hundred pounds, and 100,000 pounds of straw at 34 cents a hundred. Tierney & Co. will supply the army quarters in St. Paul with 107,000 pounds of hay at 75 cents a hundred and 68,000 pounds of oats at \$1.19. C. R. Rank & Co. will supply the straw used in St. Paul at 34½ cents per hundred pounds.

The Grain Growers' Grain Co., the commission house operating on the Winnipeg Grain Exchange as the special financial representative of the Manitoba Grain Growers' Association, is credited with running a corner in oats on that Exchange. The company holds 10,000,000 bus. of oats and is now working them to Liverpool where they are sold at 1½c under present cash prices paid for oats at Winnipeg. The farmers also are holding large quantities of oats, and there are those who look for a very large sized splatter should the corner break.

BARLEY and MALT

The old Clausen Malt House on Avenue A, between 71st and 72nd Streets, New York City, was sold under foreclosure on April 20.

The L. Rosenheimer Malt & Grain Co. is improving its malt house at Kewaskum, Wis., by installing additional steep tanks, kiln malt floors, etc.

The Electric Malting Co. of Minneapolis, Minn., is now operating its new pneumatic drum malting plant. The company's total output is 1,500,000 bushels of malt annually.

The Wisconsin Malt & Grain Co., of Appleton, Wis., has sold its elevator at Hilbert to the Calumet County Equity Storage & Produce Co. The house will be thoroughly overhauled.

A malting plant will be established at Sioux City, Iowa, by the Sioux City Brewing Co. and the Interstate Brewing Co., of which B. H. Kingsbury and J. W. Kennedy are presidents, respectively.

A big barley crop is looked for from Sutter County, Cal., as the growth in most sections is thick and clean. On the ranch of George R. Summy the average yield will be about 30 sacks to the acre.

Manitowoc, Wis., will have one of the three largest malting plants in the world when the William Rahr Sons Co. completes the \$250,000 addition to its plant which is now underway. The new plant will be 90 feet high.

The name of the well-known malting firm of the Froedtert Brothers Grain & Malting Co., of Milwaukee, Wis., has been changed to the Froedtert Malting Co. There has been no change in the ownership or management.

A firm has been incorporated at Newark, N. J., under the name of the E. O. Fitzpatrick Co., to deal in malt, straw, hay, grain and flour. The incorporators are E. O. Fitzpatrick, A. Galm and H. Bamberger and the capital stock is \$125,000.

The new season opens about two weeks late, which is not good for barley, as barley should be planted as early as possible, as soon as the ground is in condition; but first it was too dry, and now too wet, to do any plowing and seeding; also the temperature was too low. Low temperature does not hurt barley if it is in the ground; it is a benefit; but late sowing of barley does injure it, as it will mean late ripening, and the hot weather may set in when the barley is in its milky state. However, it is entirely too early to say much about the next crop; for if we get favorable weather from now on, these drawbacks may be readily overcome, and I at least hope so.—W. H. Prinz in American Brewers' Review.

Some people are still worrying about the increase in trade between the United States and Canada, should the reciprocity treaty between the two countries be consummated. Doubtless those who are opposed to our interchange of commodities with the United States, will oppose on the same grounds any interchange of products with the Bahamas. Great Britain hails all and every increase in trade, whether it's between the United States, Australia, New Zealand, Canada, Germany or Timbuctoo. And she takes her goods from those countries which supply them the cheapest, without any sentimental thoughts or considerations of annexation or loyalty. That annexation cry in reference to reciprocity with the United States, is stupidity itself. Outsiders must look upon us as a nation of degenerates, trembling on our knees, lest an increase of trade with the States, with whom we already do a large business, should shatter our loyalty, and destroy our British independence.—Montreal Trade Journal.

[Circular of C. N. A. G. Exchanges.]

HARVESTING AND THRASHING BARLEY.

BY L. R. ZERBEL.

Great attention should be given to the harvesting and threshing of barley. Too little care has been bestowed upon this important operation as a great deal of barley has been damaged by dew or rain or by improper handling of some kind, therefore, the selling value has depreciated materially.

An important part is the time to harvest. To obtain the best results barley should never be cut until it is good and ripe; often barley is cut too green or not fully matured which will make for malting purposes a flinty malt, lacking in color and flavor. It is also important not to leave barley uncut after it is ripe as it will discolor easily by dew at that stage.

The value of barley for malting purposes depends on the color and soundness, also on the test of germination, as all malting barley must be sprouted in the malt house and prices are paid for it accordingly, therefore, it is well to let barley ripen well as it gives a better germinating test. Barley should be well shocked, the shocks should be of medium size; it is well to shock the barley soon after it is cut so as to protect the sheaves from the weather. Ears inside and butt end outside.

About six bundles set up at a proper angle, one

bundle on each side with two bundles well placed on top of the lower eight for caps, make a desirable shock, this style of a shock will allow the air to circulate through it freely which will dry out the bundles in a short time so that they can be stacked without remaining in the field exposed to the weather long. Old straw makes the best cap and will pay for the trouble. It is well to let the barley dry out well before it is stacked. One week is sometimes sufficient, this of course depends entirely upon the weather.

STACK CAP-SHEAVES SEPARATE.

For brewing purposes barley should always be stacked and allowed to go through a sweat before it is threshed, as best results are obtained by doing so. When stacking the barley it is best to stack the cap sheaves separate in a stack called No. 2 quality, and the protected bright colored bundles in a stack called No. 1 quality. This is by far the best way to grade barley. If the discolored cap bundles are stacked together with the bright ones it will be impossible to grade it after it is threshed, and consequently a decline in value of the discolored and damaged barley that has been mixed, will result. In stacking it is best to build medium sized stacks, about seven good loads makes a stack of proper size.

Stacks should not be built too close together, but should have space enough between them so that the air can circulate freely between them which we find is a great help in curing the grain for threshing.

Care and good judgment should be exercised at the time of threshing, especially if the grain is dry. The concaves in the machine should not be set too close. It is often necessary to take out some of the teeth from the concaves. The speed of the machine should be reduced so that the kernels are not broken nor the beards clipped off too close to the kernels, which is detrimental for malting purposes.

Damaged and broken kernels if put in the malt house to sprout will form a mold on the injured parts, which is not wanted by the maltsters, nor will such barley grow well if sown in the ground.

For feeding purposes it would not make much difference, discolored and broken kernels have practically the same feeding value as bright colored barley, as the feeding value is not changed by the color, but the price is for malting barley.

The difference in price paid for malting and feeding barley varies from 5c to 40c per bushel, sometimes more in favor of the malting. If barley is cut at the proper time, care taken in the shocking and stacking, and a little common sense exercised at the time of threshing, it would mean to the farmer a revenue far in excess of the little extra labor expended.

BARLEY EXHIBIT IN OCTOBER.

One of the interesting features of the American Exposition of Brewing Machinery, Materials and Products to be held at The Coliseum, Chicago, on October 12 to 22, will be the Second International Barley and Hops Exhibition, concerning which considerable interest has already been aroused in the grain trade by the preliminary announcements of the Exposition management of the Exposition's great importance to the brewing trade, and the scope of the Exposition, which will include an international brewers' congress. The exhibition of barley will be both a prize and an educational or botanical exhibit. Committees have been at work for nearly a year preparing for this exhibit, securing the opinions of the leading experts in regard to proper methods of valuing both barley and hops and securing representative exhibits from various parts of the United States and other barley producing regions of the world.

"It is believed," say the management, "that this exhibition will lead to the establishment of standards for barley and hops, the definition of more objective data for their valuation and the elimination, to a certain extent at least, of the uncertain elements of individual preference or prejudice. The barley and hop trades are beginning to realize the enormous value which such a step would bring to them, inasmuch as it would place the markets upon a more stable basis, diminish the speculative element, and at the same time give the growers reliable data to enable them to breed barley and hops for certain properties which the brewing trade requires. The committee having this part of the Exposition in charge has secured the co-operation of specialists of the United States Department of Agriculture who have devoted years to the improvement of these crops, as well as the most eminent men connected with agricultural colleges in the United States who have done work along these particular lines."

A separate pamphlet contains the necessary information in regard to this barley and hop exhibition, and will be sent to any interested party upon request to H. E. O. Heinemann, 1324 Republic Building, Chicago.

Malting barley sold at \$1.16 per bu. at Chicago on April 22, the highest price in twenty-five years. Somers, Jones & Co. started the ball rolling by selling a car at \$1.15, which stood as the high market until just before the close, when the top price was paid. No relief from present high prices can be expected until the new crop begins to move.

FIELD SEEDS

The Board of Trade of Portland, Me., will hold a corn and fruit show in that city next November.

The U. S. Seed Co. has been incorporated at San Antonio, Texas, by C. M. Rathbun, F. M. Roesch and C. G. Brown; capital, \$25,000.

The Maine College of Agriculture at Lewiston will again distribute free seed corn to all applicants therefor—two ears only to an applicant.

The Iowa legislature failed to make an appropriation in aid of a corn show at Des Moines; but it is expected the show will be held next winter nevertheless.

The Dunkirk Seed Co. recently shipped from Dunkirk, N. Y., to Bridgeburg, Ont., a mixed carload of seeds to be distributed throughout Ontario among Canadian merchants.

The Leonard Seed Co. at Antigo has contracted for the product of 2,500 acres of seed peas in Langdale County, Wis., this year's crop. The company's own experimental plot at Antigo is this year enlarged to ten acres.

The interest in pure seeds in North Dakota is shown in the fact that at the Government Seed Laboratory at Fargo there were on one April day 103 requests for pure seeds of various sorts, while 115 samples were sent in for examination. The plan adopted by the grain elevators of the state of cleaning grain seed free of charge will, it is expected, play an important part in the quality of this season's crop.

The Minnesota Agricultural College has sent out seed corn to be planted on eighteen selected seed farms in as many different counties of that state. A history will be made of each lot, and at husking time from 200 to 250 ears will be picked and sent to the station at the farm school. There it will be carefully selected and tested, and from 10 to 25 ears returned to be grown for the following year. This method is employed to breed corn especially adapted to Minnesota's climatic condition.

There will be practically no old clover seed carried over, and that is one thing in favor of the bulls. However, that is a small item when the real yield is considered, and the next crop may be a very large one and give us lower prices than have recently ruled, especially as everything else is at a lower level. On the other hand, serious damage to the crop, either at home or abroad, would easily add something to the present price. We are at all times pleased to receive letters from our readers giving the conditions in their vicinity.—J. F. Zahm & Co., Toledo.

As to English seed trade conditions, John Picard & Co., London, in Corn Trade News, April 24, say: The spring sowing seed demand is now at its height. English reds still come out all qualities, but by no means so freely, prices very firm. French reds continue unchanged. Alsikes firm to rising in English, Canadian and German seed; stocks very light. Whites and trefoils scarce and firm. Timothy and provence lucerne in the same position. In grasses, French-Italian rising, Irish-Italian and perennials unchanged. New Zealand cocksfoot and meadow fescue very firm. Spring tares in fair demand all qualities, prices firm.

A. J. Earling, president of the C. M. & Puget Sound Railway, has offered a silver cup worth \$1,000 as a trophy to be given to the grower of the best sample of oats grown in the United States in 1911. This railway thus challenges the entire country to produce as good a grain as will be raised in the Northwest along its own lines. It is expected that while competition will be very keen, an organized effort will be made that the prize may be won by some farmer located along the company's own lines. The grain will be judged, first, on its quality, including weight; second, on yield per acre, and, third, upon purity and freedom from smut, weed seed and mixture.

FLAX SEED PROSPECTS.

Chas. H. Thornton of Duluth has returned to this country from a professional trip to Europe to investigate the flax seed situation. He finds, as he tells the Minneapolis Tribune, that "the shortage of seed abroad has been full as acute as in the United States and promises to be more so later in the season; that in spite of the general economy used in the use of linseed oil, the European countries have reduced consumption to a point beyond which it will be difficult to go. Substitution has been carried to greater extreme than heretofore, owing to the high prices, but even under these conditions supplies are small. Soap makers abroad are usually large users of linseed oil, but have been forced to substitute oil from the soya bean and cotton meal this year. In this way Germany has been able to reduce her consumption about 6,000,000 bushels, France about 2,000,000 bushels, Belgium some 2,300,000 bushels and Holland about 2,000,000 bushels. England, which has always used linseed oil for the purpose it is

used in this country, namely, for paints, consumed about the same amount as in the previous year."

THE NATIONAL CORN SHOW.

The question of the location of the National Corn Exposition at Minneapolis for next winter (about January, 1912) is in the hands of a committee who are required to provide a cash fund of \$40,000. If this guarantee fund is provided the exposition will be held at Minneapolis, in the Armory, to which it will be necessary to erect an addition to hold all the exhibits of grain and grasses that will be made.

ALFALFA IN ROWS FOR SEED.

P. K. Blinn, the alfalfa specialist of the Colorado Experiment Station, with headquarters at Rocky Ford, Colo., has urged the necessity of planting alfalfa in rows for the most successful seed production. In this way there is greater control of the irrigation moisture as the plant can be irrigated by furrows, which may be smoothed out with the furrowing machine so that the water may be run through quickly, thus giving a light irrigation. Cultivation

seed production. The alfalfa should be given as thorough cultivation as is given corn or potatoes. If this is done, a good average seed yield can be produced for each season. If thicker planting is made on the dry land, it does not leave a sufficient supply of soil moisture to mature a good seed crop. Success is only guaranteed when the number of plants is reduced to the carrying capacity of the soil.

WEED SEEDS FOUND IN WHEAT.

The number of weed seeds found in wheat and which are separated from the grain before the latter is in proper condition for milling purposes is legion. Some of them are actually poisonous, while all of them are more or less detrimental to the products. The United States Department of Agriculture has recently issued a bulletin prepared by F. H. Hillman, which pictures and describes several hundred weed seeds. Two of the plates are reproduced herewith, showing the principal weed seeds found in wheat.

Referring to Plate I, a shows the sand bur, natural and enlarged size. It looks like a small grain of wheat. The wild oat so often found mingled

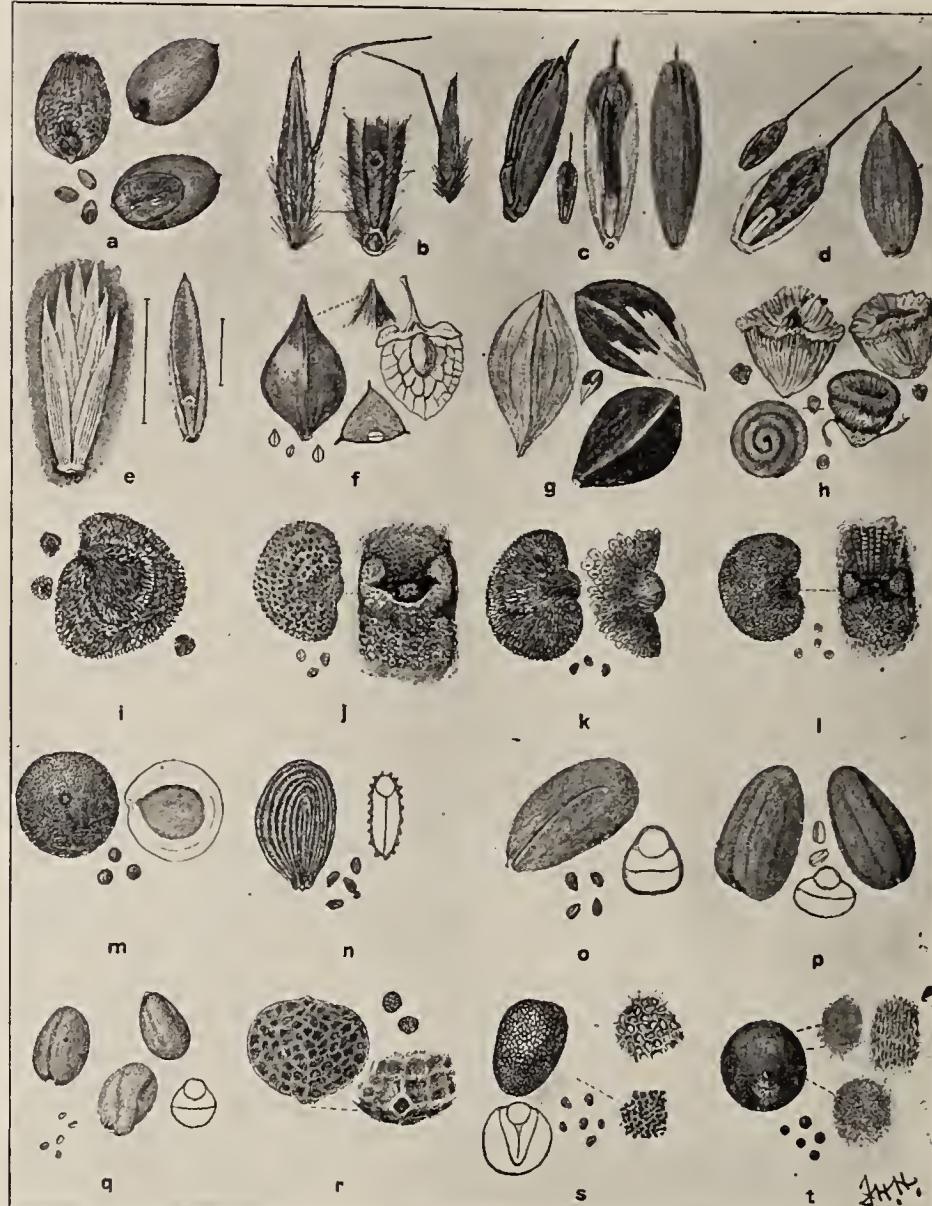


Plate I. Weed Seeds in Wheat. Enlarged and Natural Size.—a, sand bur; b, wild oat; c, chess; d, darnel; e, quack-grass; f, dock; g, black bindweed; h, Russian thistle; i, corn cockle; j, white campion; k, bladder campion; l, night-flowering catchfly; m, cow cockle; n, pennyroyal; o, field peppergrass; p, large-fruited false flax; q, small-fruited false flax; r, ball mustard; s, black mustard; t, English charlock.

of the rows assists in the conservation of moisture. Thus by control of the two factors, irrigation and cultivation, the necessary amount of moisture for the best crop development is secured. Too much water tends to produce vegetative growth at the expense of seed production. Under irrigation, the rows should be planted 20 inches apart, and every other row furrowed out for irrigation.

When, however, alfalfa is planted on dry land for the production of seed, the rows should be further apart and the plants thinner in the row, in order to permit the amount of water commonly present to suffice for the plants which are actually on the ground. By dry land methods, the rows as a consequence should be placed not closer than 36 inches apart. The plants should be drilled in the row and may well be thinned to 20 inches apart in the row, leaving good, strong plants when the thinning is done.

Mr. Blinn reports that he saw alfalfa planted 40 inches apart between rows, and 40 inches in the rows at Highmore, North Dakota, which yielded seed at the rate of five bushels per acre, where the rainfall was only seven inches for the entire season. From our experience, says Alvin Keyser of the Station at Ft. Collins, and the experience of others on dry land, it would seem that 36 to 42 inches is about the proper distance to plant alfalfa in rows for dry land

with small grain is shown at b. It is like the grain of cultivated oats, but always has a twisted and bent brown or straw-colored awn. Chess, or cheat, seeds are shown at c. They are straw-colored, but sometimes greenish or brown when in the chaff. Darnel seeds are shown at d. This is a common weed seed in wheat. The seeds shown in Plate I are also commonly found in wheat, and some of them in alfalfa, rye and other grains and grasses.

In Plate II, Indian mustard is shown at a, and hare's-ear mustard seed at b. The latter is common in the Northern states. All the other seeds shown in this plate are found in wheat as well as sometimes in alfalfa, clover, flax and other seeds.

SUNFLOWER SEED.

The Minneapolis Health Culture Club is exploiting the sunflower seed in the form of meal made by the Sunflower Products Co. The sunflower has been a "weed" until recently. Its seed has been used for chicken feed and in a very small way for extracting oil. The Sunflower Products Co. is said to be making meal of the seeds as well as other products such as sunflower bread, sunflower biscuit, sunflower breakfast food and so forth.

The Minneapolis Tribune says that among the en-

dorsers of the sunflower seed foods is Luther Burbank who is quoted as saying, under date of February 6: "I am much pleased to know that you are to furnish the world with sunflower bread. I had often wondered why this had not been accomplished before by some one. You may rest assured I have not forgotten the sunflower. I have a number of varieties under test at the present time, some of them hybrids. Send me a sample of your sunflower flour."

Still later he wrote:

"The loaf of bread arrived three or four days after you shipped it, in good condition. It was very much relished by all. We also had some flour, half wheat and half sunflower, mixed, made into pancakes, which were fine. Thank you for the privilege of testing this new production."

FORAGE SEEDS IMPORTED.

The Bureau of Plant Industry from October 1 to December 31, 1909, imported 422 samples of seeds and plants, an inventory of which has just been published as of date March 17, 1911. "Those who are experimenting with forage plants will be interested

written by Doctor Schröder to Professor Hansen; clause in brackets is by Professor Hansen:

"In Persia the schabdar seed is usually sown in the fall, not too late. It endures the winter quite well. By sowing in the fall it develops in the spring so quickly that the first cutting is ready before the first cutting of alfalfa. According to information obtained in Persia the schabdar endures several years. This lot is of a new variety which endures from five to seven years. The fact that this plant is perennial comes in conflict with botanical statements [that it is an annual.]

"In Persia the fresh shoots of the schabdar are also used for salad. The flowers are visited by bees." 26118 and 26119. From Wellington, New Zealand.

Presented by Mr. T. W. Kirk, Biologist, Department of Agriculture. Received October 18, 1909.

Seeds of the following:

26118. *MICROLAENA STIPOIDES* (Labill.) R. Br. New Zealand rice-grass.

A native grass, much relished by all kinds of stock; the herbage is of a rich green color, and is produced in great abundance.

Distribution.—A native of New Zealand and Aus-

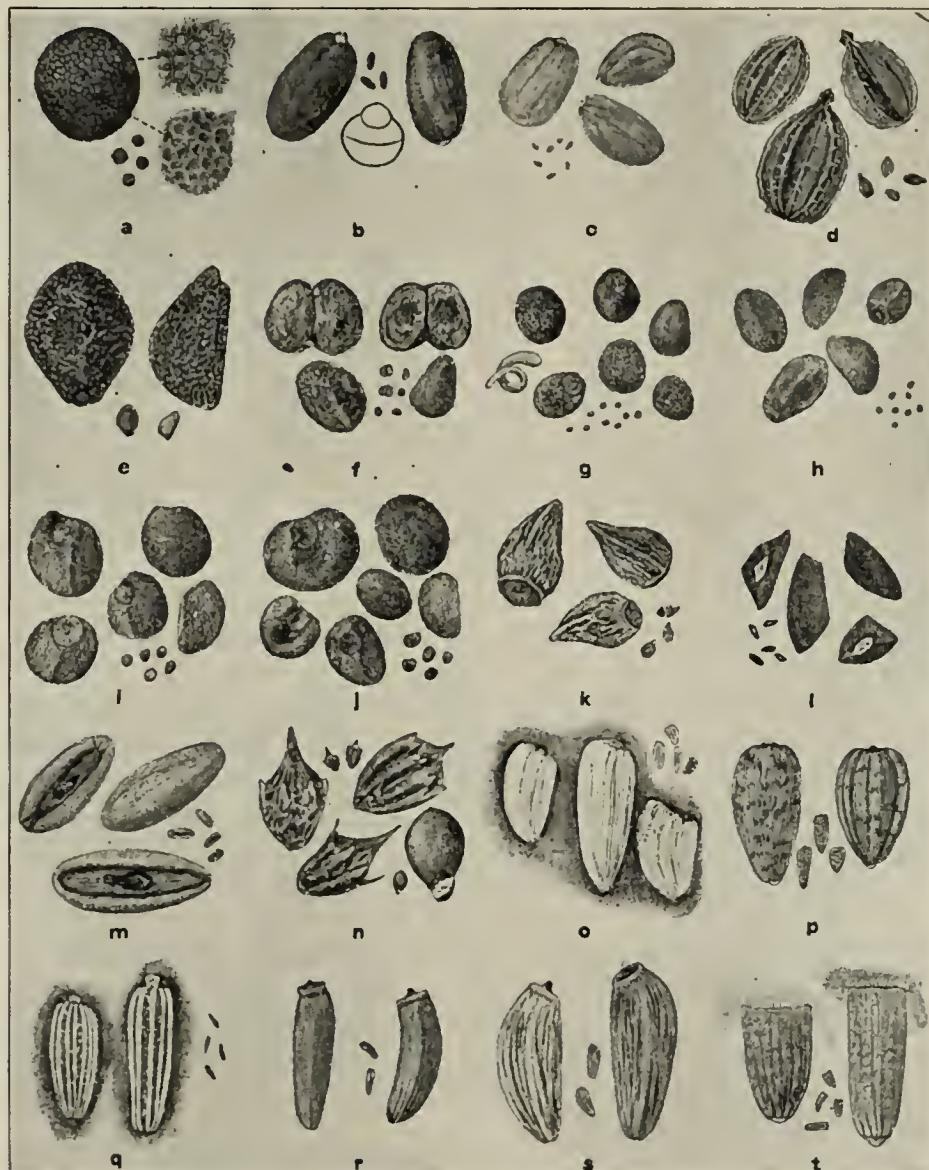


Plate II. Weed Seeds Found In Grain. Enlarged and Natural Size.—a, Indian mustard; b, hare's-ear mustard; c, tumbling mustard; d, wild carrot; e, field bindweed; f, flax dodder; g, clover dodder; h, small-seeded alfalfa dodder; i, field dodder; j, large-seeded alfalfa dodder; k, corn gromwell; l, rat-tail plantain; m, buckhorn; n, ragweed; o, gumweed; p, wild sunflower; q, oxeye daisy; r, Canada thistle; s, bull thistle; t, wild chicory.

in a new importation of shaftal, *Trifolium suaveolens*, from Tashkend (No. 26135)," says David Fairchild, agricultural explorer in charge (see Bulletin 205 of the Bureau), "a clover which is being given a thorough trial in the irrigated regions of the Southwest. Although normally an annual, this species behaves as a perennial if regularly cut for hay. The Wallaby grass, *Danthonia semiannularis*, from New Zealand (No. 26119), is recommended especially for heavy clay soils or gumbo lands subject to drought; and ray-grass, *Lolium strictum* (No. 26200), coming from the dry regions along the Mediterranean, is recommended by the veteran experimenter, Dr. Trabut, of Mustapha, Algiers, as being an excellent forage grass, an annual worthy of cultivation in the Southwest; while the New Zealand rice-grass, *Microlaena stipoides* (No. 26118), may find a use in America for pasture or lawn purposes."

More specifically these plants are described in the bulletin as follows:

26135. *TRIFOLIUM SUAVEOLENS* Willd. Shaftal, or schabdar.

From Tashkend, Turkestan. Purchased from Dr. Richard Schröder, director Chief Agricultural Experiment Station, at the suggestion of Prof. N. E. Hansen, Agricultural Experiment Station, Brookings, S. Dak. Received October 23, 1909. The following notes were taken from a letter

tralia, where it is widely distributed and used for a lawn and pasture grass.

26119. *DANTHONIA SEMIANNULARIS* (Labill.) R. Br. Wallaby grass.

A grass which does well on any of the poorer classes of gumbo land, also on heavy clay soils. It stands drought with impunity, and throws up a good quantity of feed, which is eaten by all classes of stock.

Distribution.—New Zealand, Tasmania, and the temperate parts of Australia.

26200. *LOLIUM STRICTUM* Presl.

From Sfax, Tunis. Presented by Doctor Trabut, Algiers, Algeria. Received November 8, 1909.

"Seed of ray-grass, native name maudjour. Excellent forage; grows in arid regions; annual; interesting to cultivate in the steppes." (Trabut.)

Distribution.—The countries bordering on the Mediterranean Sea and the Canary Islands.

The idea of a Crop Improvement Committee in each county has taken root in many of the states. Professor Christie in Indiana is planning to organize several counties through the Commercial Clubs at South Bend, Richmond, Terre Haute and other points. The same idea of country organization is being discussed in each state and a great deal of interest is being shown.

The Ellis Drier Co.

IT IS THE GENERAL OPINION

of those not quite up to the times that a grain drier is a source of profit on'y in the handling of a wet harvest. The truth of the matter is we have so perfected our machines in their economy of operation and quality of work turned out that it has been found highly profitable to run all the lower grades through the driers regardless of their condition. For the purpose of raising grades when a shrinkage of one-half to three per cent is sufficient, cold air only is applied and in the handling of this class of work the cold air process for drying and cleaning can not be equalled. A modern drying plant, if properly handled, can be run every day in the year and whether the machine is running on good or bad material the resulting increase in quality warrants the process.

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LATE PATENTS

Issued on April 11, 1911.

Alfalfa Mill.—Jorgen Jorgenson, South Omaha, Neb. Filed June 27, 1910. No. 989,525. See cut.

Feed Mill.—Peter Van Huffel, Galesburg, Ill. Filed June 7, 1909. No. 989,087. See cut.

Grain Polisner.—Albert B. Couch, Houston, Texas. Filed July 6, 1909. No. 989,542. See cut.

Grain Sprouter.—Robert Hohnbach, Joliet, Ill. Filed October 29, 1910. No. 989,011.

Issued on April 18, 1911.

Conveyor Belt.—Nathaniel S. Dodge, Alameda, Cal. Filed November 8, 1909. No. 989,952.

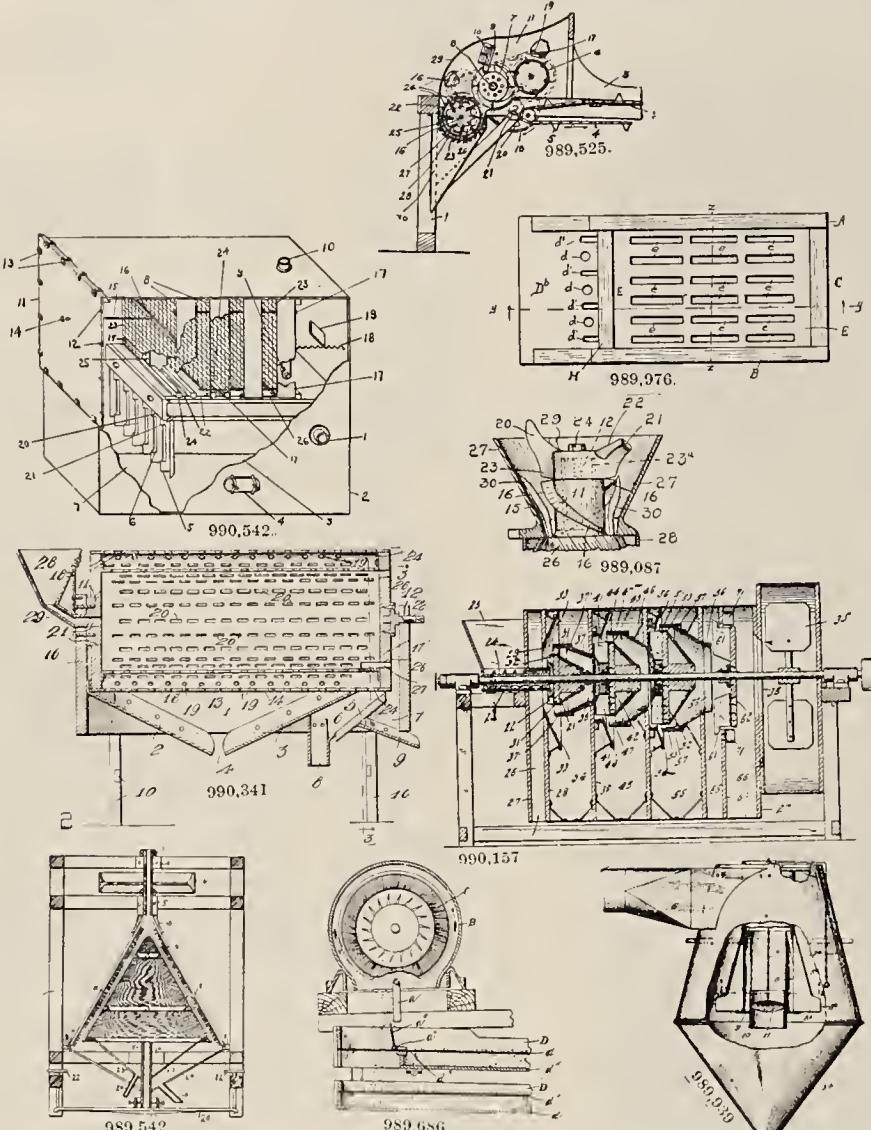
Grader.—Lawrence N. Morscher, Lawrence, Kan., assignor to William J. Ehersam, Enterprise, Kan., and Lawrence N. Morscher, Lawrence, Kan., cotrustees. Filed October 23, 1908. No. 990,157. See cut.

Corn Grader.—Charles Hunnicutt, Wilmington, Ohio, assignor to the Charles Hunnicutt Company,

rewarded by increased interest for this valuable crop and having demonstrated that it can be raised to advantage farmers are out to raise it.

No only is this a great boon to the spring grain states in that it adds a potential feeding crop to the lands in the north but as a gain in land cultivation it is almost beyond calculation. The southern half of this great agricultural area has benefited through corn cultivation for several years, but in the northern half this crop has not been pushed, the theory being that it could not be successfully raised. The result has been a constant sowing to small grains, causing over large areas a marked deterioration in the soil and in the super-abundance of weed growth.

Cultivation such as is necessary in the production has been the one thing to overcome this unfortunate condition, and this is possible by producing corn, returning not only a valuable crop but also a better farm at the end of the season. The Red River Valley has through corn shows and the untiring enthusiasm of the experimental teachers,



Clinton county, Ohio. Filed April 20, 1908. No. 989,976. See cut.

Dust Collector.—William E. Allington, Saginaw, Mich. Filed May 7, 1906. No. 989,939. See cut.

Hulling and Grinding Machine.—Dow L. Adelsperger, Springfield, Ohio, assignor to the Bauer Brothers Company, Springfield, Ohio. Filed July 26, 1909. No. 989,686. See cut.

Art of Treating Maize or Indian Corn.—Alexander P. Anderson, Chicago, Ill. Filed August 15, 1904. No. 990,093.

Issued on April 25, 1911.

Rotary Corn Grader.—Orral E. Craig, Isabel, Ill. Filed December 29, 1910. No. 990,341. See cut.

Drier.—Charles E. Geiger, Louisville, Ky., assignor of one-third to William E. Koop and one-third to G. Walter Fiske, Louisville, Ky. Filed May 6, 1909. Renewed September 26, 1910. No. 990,433.

Dust Collector.—Alvin G. Gekeler, Lima, Ohio. Filed April 11, 1910. No. 990,542. See cut.

Issued on May 2, 1911.

Grain Car Door.—Charles E. Sievert, Council Bluffs, Iowa. Filed August 30, 1909. No. 991,248.

Storage System for Seed Corn.—Merton L. Northrup, Lewis, Iowa. Filed October 24, 1910. No. 991,351.

Grain Door.—Albert G. Christopherson, California Junction, Iowa. Filed October 1, 1910. No. 991,274.

THE NORTHWEST AND CORN.

From the reports beginning to come in from the Northwest it appears that the farmers are going in this season very heavily for corn. The efforts of the agricultural experts among the producers in the more northern sections of the country have been

million bushels, even with the primitive methods of native cultivation.

The soil and climate are as favourable for wheat production as in the valley of the Mississippi. The native wheats are chiefly of the bearded and smooth chaff type, but fife, blue stem and Canadian club types are also seen. Although the region is naturally favourable for wheat production, the crop has never been extensively grown, chiefly because the yield of wheat is less per unit of land than that of millet, sorghum, or maize, and these foods are better adapted to the standard of life and the purchasing power of the Chinese family. Of late years, however, there has been a noticeable growth in the consumption of wheat among the Chinese throughout China, and in Manchuria in particular a strong demand for wheat flour has arisen since the Russo-Japanese War. At first this demand was supplied chiefly by the United States of America; but in 1909, on account of the high price of American flour, owing to the depreciation of silver and of the increased production of the Shanghai and Manchurian mills, the import practically ceased.

Flour is produced by steam roller mills at Harbin, Changchun, Hailin and Shuangchengpu under Russian management, at Ninguta, Aseho and Kirin under Chinese management, and at Tiehling under Japanese management. In 1909, according to steamship and railway statistics, 5,400,000 bushels of wheat passed into Harbin, of which 3,600,000 bushels were milled locally and 1,800,000 bushels were exported by the Sungari River to Siberia.

The milling of wheat in Manchuria is increasing rapidly, and Mr. Parker considers that with cheap wheat, cheap labour, and low transportation charges, the Manchurian mills, with the steam mills at Shanghai, must inevitably capture the flour trade of the Far East.

In January, 1910, No. 1 wheat was worth at the mills 84 cents U. S. gold per bushel, and at harvest time wheat was selling for 66 cents gold per bushel. The highest and lowest prices recorded during the past three years have been 56 cents gold and 84 cents gold per bushel. In Mukden "second patent" flour from the Japanese Tiehling mills was sold in August last at \$3.93 gold per barrel of 196 lbs., and flour from the Russian mills at Harbin of similar quality at \$4.08 per barrel.—British "Board of Trade Journal," November 4th.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

ELEVATOR IN CORN BELT FOR SALE.

Elevator in corn belt for sale. Easy terms. Address

COON BROS., Rantoul, Ill.

ELEVATOR FOR SALE IN GOOD TOWN.

A bargain in an elevator in a good town. Also handles feed, flour and coal. Reasonable terms. Address

BOX 363, Upland, Ind.

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address,

JAMES M. MAGUIRE, Campus, Ill.

CHOICE MILLING PROPERTY FOR SALE.

One of the finest milling and grain shipping properties in fine grain section of Nebraska for sale, either as a property or a controlling interest in same. Address

M. C., Box 4, care of American Elevator & Grain Trade, Chicago, Ill.

ELEVATOR NEAR CANADIAN LINE FOR SALE.

Elevator in Bottineau County, N. D., near Canadian boundary, for sale. Reciprocity will make a splendid market. Two hundred and ten acres for sale with elevator; farm buildings are forty rods from the elevator. An ideal opportunity for an industrious investor. Address

NORTH DAKOTA, Box 4, Care American Elevator & Grain Trade, Chicago, Ill.

POSSIBILITIES OF WHEAT PRODUCTION IN MANCHURIA.

The British Acting Commercial Attaché at Peking has forwarded a precis of an article on the subject of wheat growing in Manchuria by Mr. E. C. Parker, chief of the Bureau of Agriculture at Mukden, from which the following information is extracted:

The area of Manchuria is approximately 360,000 square miles, with an estimated population of from 10 to 12 millions. The present annual production of wheat is about 10 million bushels, which might be increased, Mr. Parker thinks, to from 300 to 400

ELEVATORS AND MILLS**LINE OF COUNTRY ELEVATORS FOR SALE**

Line of 22 country elevators for sale, all located in good territories, 15 in Minnesota and 7 in North Dakota. Will sell as a line or singly. An excellent proposition. Address

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\$5,000 cash will buy a modern elevator plant in the best corn and oat section of Iowa on the C. R. I. & P. Road. Station will handle 400,000 bushels, good competition. Address

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A 15,000 bushel elevator and 75-barrel flour mill, combined, with coal business, for sale. Well located in western Ohio, with no competition. Plant built six years ago, all new machinery, everything in first class shape and doing a good business. Reason for selling—too much other business. Price \$7,500. Inspection solicited. Address

E. C. BRUNGARD, Big Springs, Ohio.

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BOX 51, Climax, Ohio.

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FEED MILLS—7x14 Richmond, 9x14 Allis, 9x24 Barnard & Leas, all two pair high; 7x14 Richmond, 9x18 Noye, 9x18 Smith, 9x18 Nordyke & Marmon, 9x24 Alfree, 9x30 Wolf, all three pair high; No. 0 Willford, three roll two reduction, and many others.

ATTRITION MILLS—19-inch, 24-inch and 26-inch Foos, 30-inch American.

ROLLER MILLS—All sizes, 6x12 inch to 9x30 inch in all standard makes.

BUHR MILLS—Portable, iron or wood frame, all sizes.

Dust Collectors, Corn Shellers, Reels, Purifiers, Scourers, Separators, Belting, Pulleys, Shafting, Elevator Supplies.

Write for "Gump Bargains," giving complete list of all machinery in stock.

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A 20 H. P. Capital Gas Engine, as good as new, for sale. Price \$300. Address COLUMBIA FURNITURE MFG. CO., 1312 W. 22nd St., Chicago, Ill.

GAS ENGINES FOR SALE.

We offer a 5-6-12-25 and 50 H. P. Fairbanks-Morse engine for quick sale. Have also a 30 H. P. McVicker and many other sizes and styles. State your requirements.

GAS POWER ENGINEERING CO., Milwaukee, Wis.

SECOND HAND GAS ENGINES FOR SALE.

Second hand gas engines for sale: one 75-H. P., one 60-H. P., two 50-H. P., one 35-H. P., one 3-H. P., all Pierce-Crouch engines; one 35-H. P. Otto; one 35-H. P. Fenner; one 45-H. P. two-cylinder Walrath; one 85-H. P. three-cylinder Walrath. All for sale cheap to quick buyer. Address,

HAZEL-ATLAS GLASS CO., Wheeling, W. Va.

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Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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R. W. JETER, The Elevator Salesman, Ashton, Ill.

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32 x 4, \$21.45 Motor Cycle Cases 28 x 2, \$5.00
34 x 4, \$23.10 28 x 2½, \$5.50
BAILEY, \$7.00; NOBBY, \$7.75. Send for price
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allow examination on receipt of 10%. Many others
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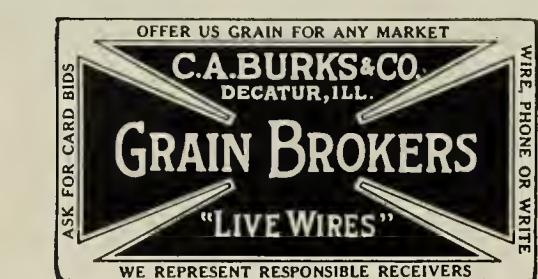
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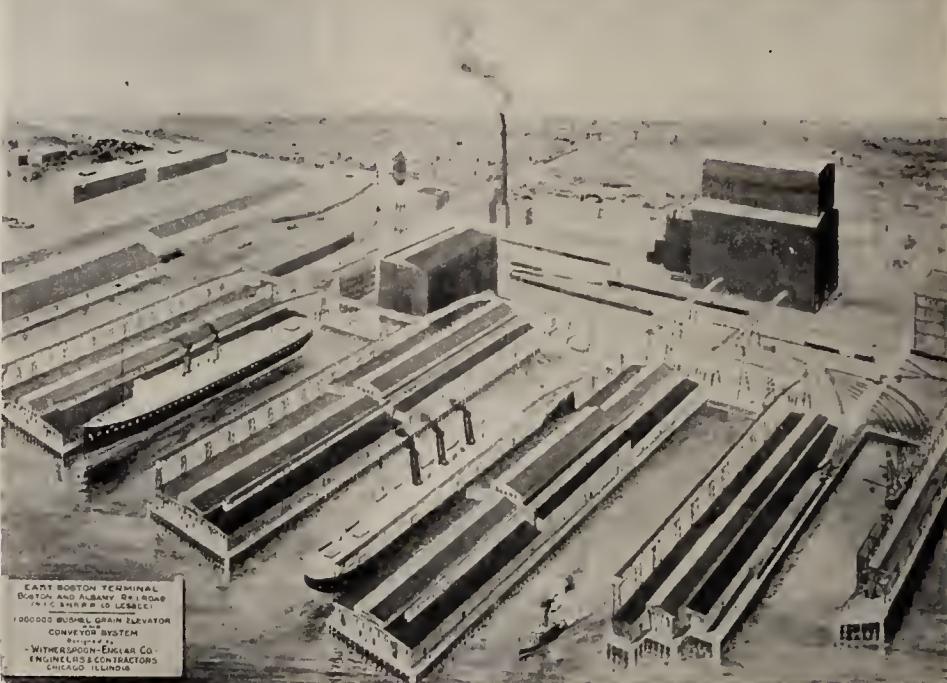


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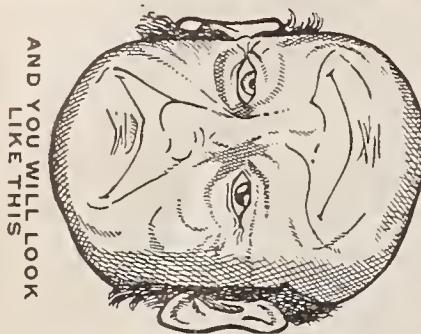
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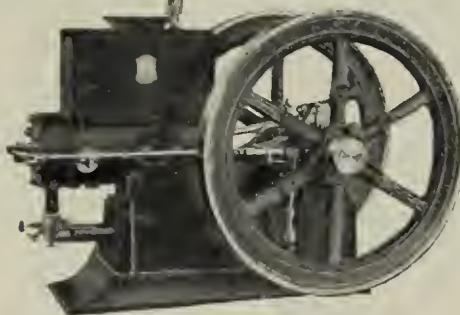
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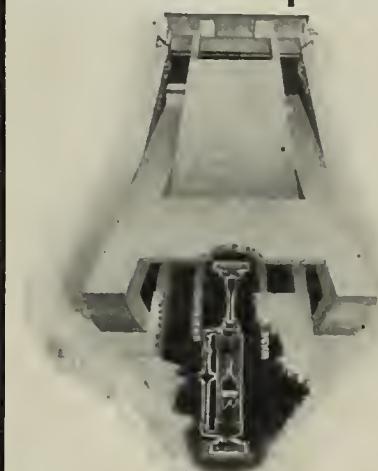
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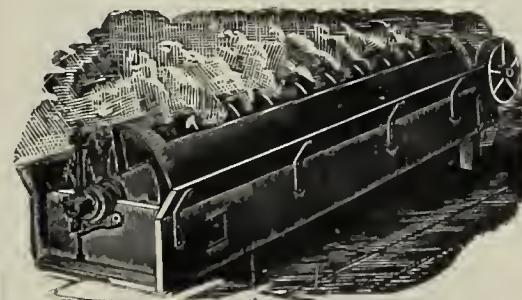
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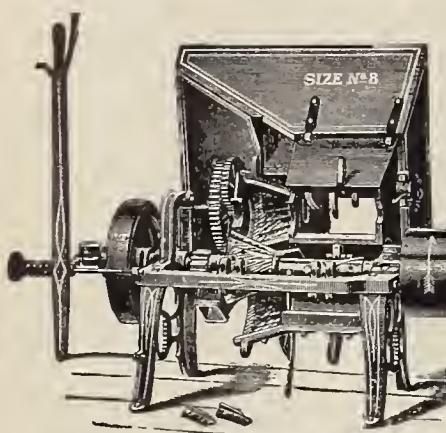
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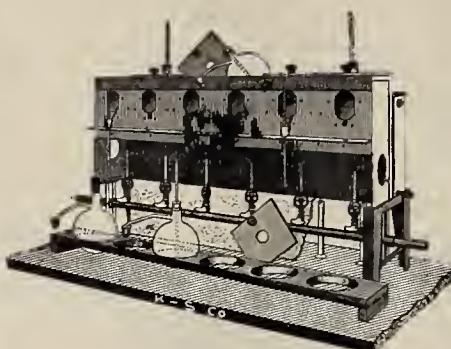
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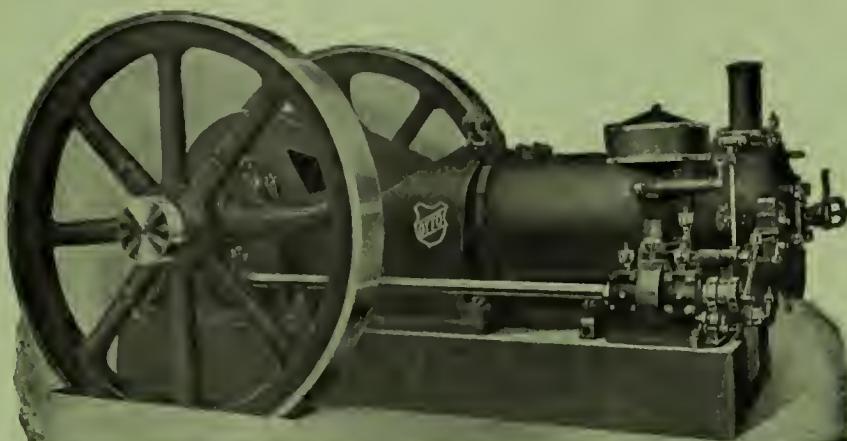
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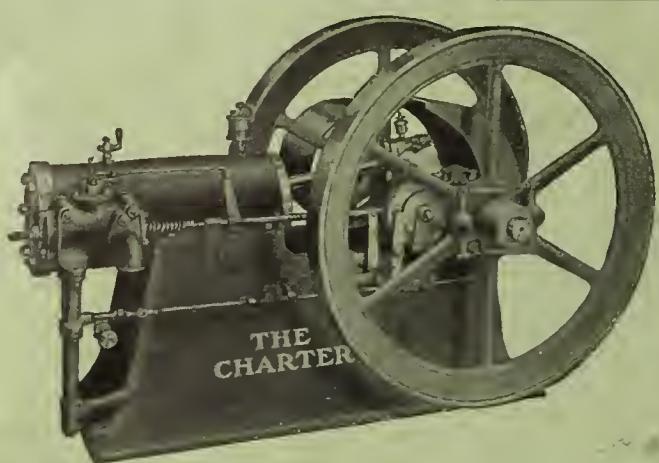
Capital	- - - - -	\$3,000,000.00
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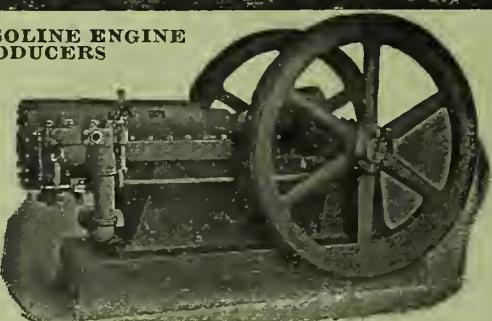
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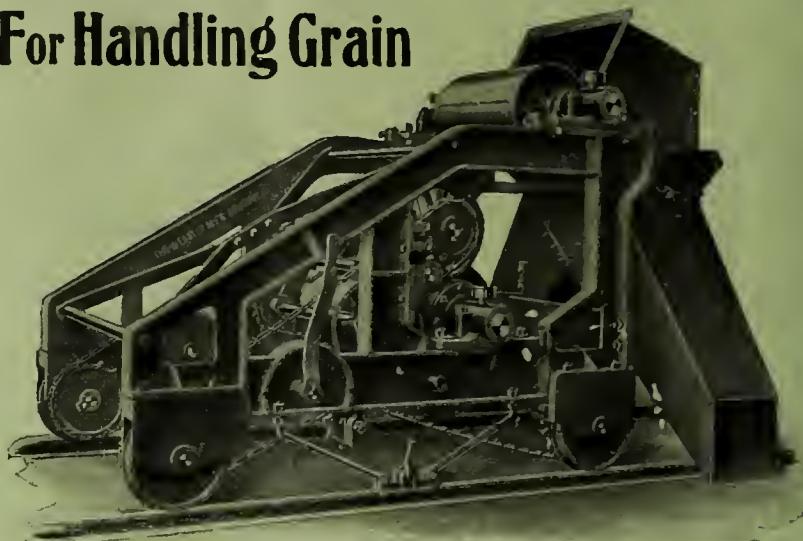
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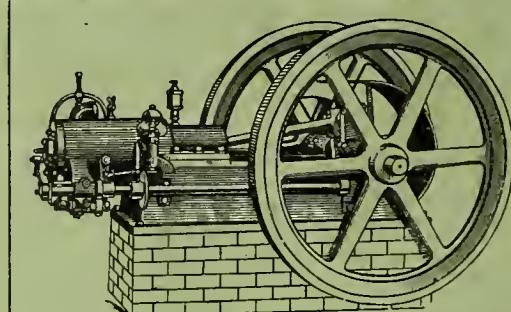
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